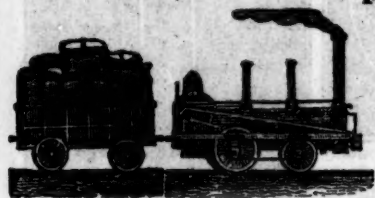
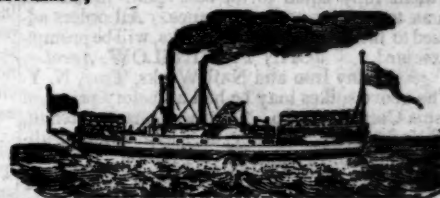


AMERICAN RAILROAD JOURNAL, AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,
AND MINES.



ESTABLISHED 1831.



PUBLISHED WEEKLY, AT No. 23 CHAMBERS STREET, NEW YORK, AT THREE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, VOL. I, No. 50.] THURSDAY, DECEMBER 11, 1845. [WHOLE No. 493, VOL. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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KITE'S Patent Safety Beam. (See Adv.)
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W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys, estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting to the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

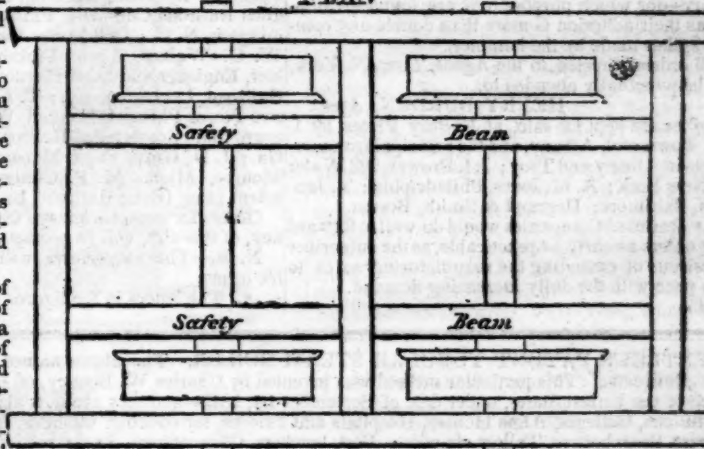
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,

GEORGE CRAIG, Superintendent,

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

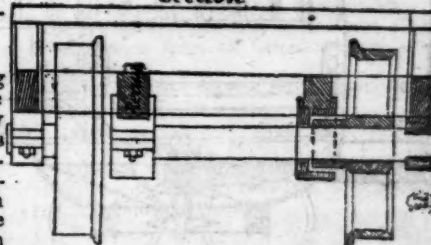
PLAN



ELEVATION



Section



JAMES ELLIOTT, Sup. Motive Power,
W. L. ASHMEAD, Agent.

PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. **JOHN F. WINSLOW, Agent.**

Albany Iron and Nail Works, Troy, N. Y. The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Eting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent. Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

•• Railroad Companies will do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand. ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved **SPARK ARRESTER**, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

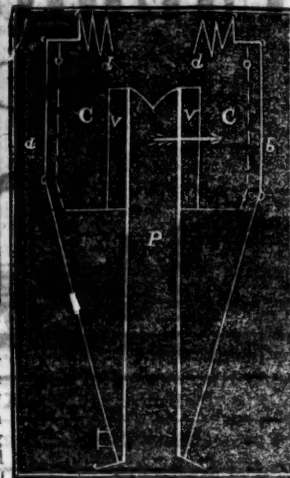
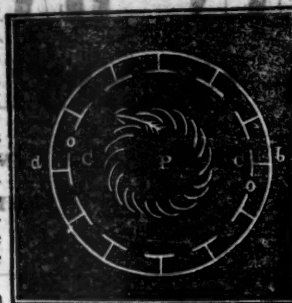
These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburg and Jackson Railroad, Vicksburg, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. McKee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

•• The letters in the figures refer to the article given in the Journal of June, 1844. ja45

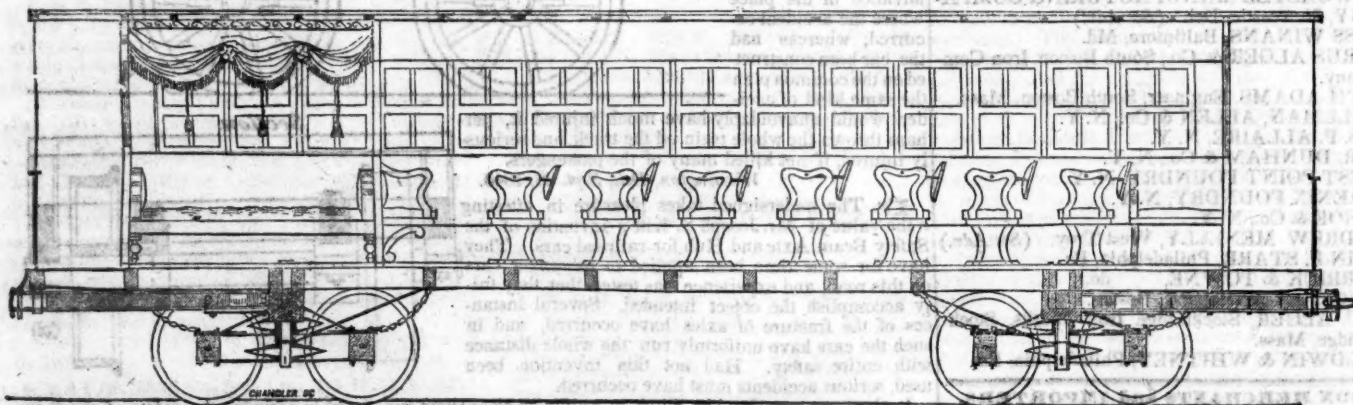


BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

CURTIS & RANDALL, Boston; and by FORCE, GREEN & CO. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They also furnish Snow Ploughs and Chilled Wheels of any pattern, and size. Forged Axes, Springs, Boxes and Bolts for Cars at the lowest prices. All order punctually executed and forwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

CUSHMAN'S COMPOUND IRON RAILS.

etc. The Subscriber having made important

Mar. 20th 4 South Front St., Philadelphia.

—respectfully offers to dispose of Company, State Rights, etc., under the privileges of letters patent to

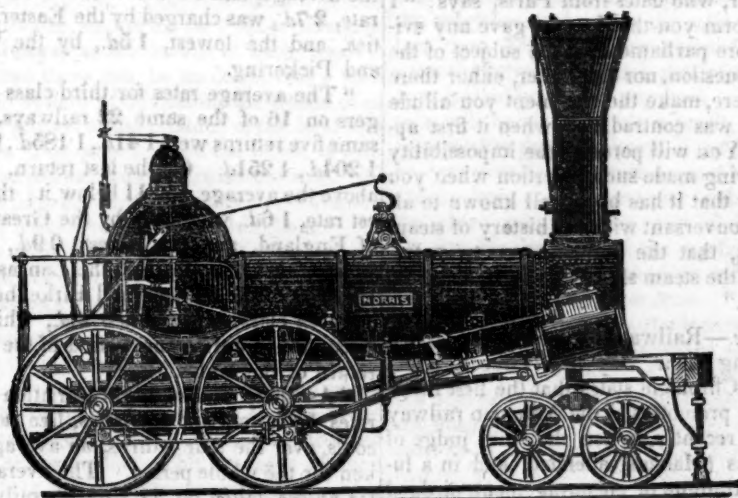
Rights, etc., under the privileges of *letters patent* to the Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of *improving* their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having to use flat bar rails are particularly interested, as such are permanently available by the plan.

W. Mc. C. CUSHMAN, *Civil Engineer,*
Albany, N. Y.

ja45 **President of the Newcastle Manuf. Co.**

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

BUSH HILL, PHILADELPHIA, Pennsylvania.



Class	1,	15 inches	Diameter of	Cylinder,	×	20 inches	Stroke.
"	2,	14	"	"	×	24	"
"	3,	14 $\frac{1}{2}$	"	"	×	20	"
"	4,	12 $\frac{1}{2}$	"	"	×	20	"
"	5,	11 $\frac{1}{2}$	"	"	×	20	"
"	6,	10 $\frac{1}{2}$	"	"	×	18	"

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion.
Castings of all kinds made to order: and they call attention to their Chilled Wheels
for the Trucks of Locomotives, Tenders and Cars.

NORRIS, BROTHERS.

PASCAL IRON WORKS.

From 4 inches to $\frac{1}{2}$ in calibre and 2 to 12 feet long.

From 4 inches to 1 in calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T's, L's, and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



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MORRIS, TASKER & MORRIS.

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LAND AND NEW YORK IRON AND

Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jennon's Run, Alleghany County, Maryland.

WILLIAM YOUNG

WILLIAM YOUNG,
President.

1 SITES in the immediate neighborhood of Bi-

humorous Coal and Iron Ore, of the first quality, at Ralston, Lyming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, *Civil Engineer.*

V Dam For Sale. A lot of land on Gravelly

Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45 feet two stories high, with a shed part 45x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.
For terms, apply to HENRY ANDREWS, 48

State st., or to CURTIS, LEAVENS & CO., 106
State st., Boston, or to A. & G. RALSTON & Co.,
Philadelphia.

CYRUS ALGER & CO., South Boston Iron
Company.

Railway Miscellany.

A gentleman was fined 40 shillings for smoking a cigar in a railway carriage on the Dublin and Drogheda railway! "Served him right."

The Brighton railway company have offered the post office department to carry a mail every train, between London and Brighton, which would be nearly every hour in the day.

Who will not admit, even if there is "no poetry in railways," the truth of the two last lines in the following verses?

"No Poetry in Railways."

The following beautiful verses appeared a day or two since in the *Morning Chronicle*. They are from the pen of a gentleman till recently connected with the active conduct of that journal, and most favorably known through several literary productions:

No poetry in railways! foolish thought
Of a dull brain, to no fine music wrought,
By mammon dazzled, though the people prize
The gold alone, yet shall not we despise
The triumphs of our time, or fail to see
Of pregnant mind the fruitful progeny
Ushering the daylight of world's new morn.
Look up, ye doubters, be no more forlorn!
Smooth your rough brows, ye little wise: rejoice,
Ye who despond: and with exulting voice
Salute, ye earnest spirits of our time,
The young improvement ripening to her prime,
Who, in the fullness of her genial youth,
Prepares the way for freedom and for truth,
And breaks the barriers that, since earth began,
Have made mankind a foreigner to man.

Lay down your rails, ye nations, near and far:
Yoke your full trains to steam's triumphal car;
Link town to town; and in these iron bands
Unite the estranged and oft embattled lands.
Peace and improvement round each train shall soar,
And knowledge light the ignorance of yore:
Men, joined in amity, shall wonder long
That hate had power to lead their fathers wrong;
Or that false glory lead their hearts astray,
And made it virtuous and sublime to slay.

Blessings on science! When the earth seemed old,
When faith grew dotting, and the reason cold,
'Twas discovered that the world was young,
And taught a language to its lisping tongue:
'Twas she disclosed a future to its view,
And made old knowledge pale before the new.

Blessings on science! In her dawning hour
Faith knit her brow, alarmed for ancient power;
Then looked again upon her face sincere,
Held out her hand, and hailed her sister dear;
And reason, free as eagle on the wind,
Planned o'er the fallow meadows of the mind,
And, clear of vision, saw what seed would grow
On the hill slopes, or in the vales below;
What in the sunny south or nipping north,
And from her talons dropped it as she soared.

Blessings on science, and her handmaid steam!
They make Utopia only half a dream;
And show the fervent of capacious souls,
Who watch the ball of progress as it rolls,
That all as yet completed, or begun,
Is but the dawning that precedes the sun.

CHARLES MACKAY.

"The Leviathan Air Engine.—One of the most important announcements of the present week is that the above engine, which has for the last twelve months been familiarly spoken of as Renagle's air engine, is to be employed as a tractive power on the Shrewsbury, Chester, and Crewe junction railway. The enormous power of the machine, and the success of the experiments which are reported to have been made with it to the satisfaction of many eminent scientific men, have attracted to the subject the attention of all Europe. We expect that the curiosity of the public will be satisfied by the committee on the Shrewsbury and Crewe junction railway bill, since the power to be employed on a projected line, as

in the case of the atmospheric principle of traction, must form an inseparable accident in the consideration of the bill."

"Railways in Russia.—It is said that the emperor of Russia proposes not only to connect Warsaw by a branch line with the trunk line at present in construction from St. Petersburg to Moscow, but also to extend it to the Odessa, so that the trade of Poland will extend itself to the Black and Caspian seas."

Railway Bubbles.—Punch says, "As many as 17,000 newspapers have been found in the general post office with their covers burst. The reason of the newspapers bursting is accounted for by the fact that they contain so many railway bubbles."

"Railway Gauges.—Sir Frederick Smith and Professors Barlow and Airey, are busily engaged in receiving evidence on the great question of the gauges. It is reported that the evidence on the narrow gauge is completed."

"Railways vs. Canals.—The Aberdeen Herald states that arrangements are in progress for the purchase of the Aberdeenshire canal by the Great North of Scotland railway company."

"Coal.—The Wolverhampton Chronicle mentions a rumour that Mr. F. Wrightson, of Birmingham, has been directed by the lords of the admiralty to make an analysis of the different kinds of coal in Great Britain. An inquiry of the same kind has been completed in America."

Dr. Lardner, in a letter to the Times, denies that (as generally alleged) he ever said before a committee of parliament, that it was impossible to cross the Atlantic by steam. The doctor, who dates from Paris, says: "I beg to inform you that I never gave any evidence before parliament on the subject of the Atlantic question, nor did I ever, either there or elsewhere, make the statement you allude to, which was contradicted when it first appeared. You will perceive the impossibility of my having made such assertion when you remember that it has been well known to all who are conversant with the history of steam navigation, that the Atlantic was twice traversed by the steam ship Savannah, about 20 years ago."

"Greece.—Railways, proscribed at Rome, are finding their way into Greece. The Morning Chronicle states that the first meeting of the promoters of the Athenian railway was held recently, when the chief judge of Areopagus (Masson) attended, and in a luminous harangue of encouragement, pledged his influence with the Greek parliament and king Otho in support of the project."

A contemporary says, "It is a fact, that the demand by the printers for the little letter *q* is so great, that the type foundry are doing nothing else but casting for it. So many *esquires* have found their way into print, that the printers have been thrown out of their calculations, and the supply is not adequate to the demand. If, therefore, gentlemen happen to find themselves dubbed plain Mr., they will know the reason."

"Andover Canal.—On Friday last at a meeting of the Andover canal company, it was proposed that the offer made by the Manchester and Southampton railway company, to give £30,000 for the canal, £10,000 down as a deposit, should be accepted. This was unanimously agreed to."

Warsaw and Vienna Railway.—"The great line of railway from Warsaw to Vienna is being carried out with most amazing activity. In June last the part between Warsaw and Grodzisk was opened; on the 21st of September, the section between Grodzisk and Ruda was finished; and in like manner it is expected that the portion between Skinevire and Lorzew will be completed before the end of the year."

Advantageous Rates for Passengers and Goods on English Railways.—We noticed last week a clever paper, printed for private circulation, on the adaptation of official returns of railway traffic to the general purposes of statistical inquiry, from the pen of Mr. Graham, the secretary, we believe, of the Statistical society. We take the opportunity of extracting the following:

"The average rates of 22 English railways for first class passengers, on five half yearly returns commencing 1st January, 1841, were 2-772d., 2-71d., 2-69d., 2-655d., 5-708d. On the last return, 12 were above the average, and 10 below it. The highest charge, 3-47d., was made by the Great North of England, and the lowest, 1-87d., by the Durham junction.

"The average rates on the same 22 lines for second class passengers, on the same five returns were 1-915d., 1-955d., 1-876d., 1-902d., 1-957d. On the last return, 10 were above the average, and 12 below it. The highest rate, 2-7d., was charged by the Eastern counties, and the lowest, 1-5d., by the Whitby and Pickering.

"The average rates for third class passengers on 16 of the same 22 railways, on the same five returns were 1-41d., 1-185d., 1-247d., 1-204d., 1-251d. On the last return, 5 were above the average, and 11 below it; the highest rate, 1-6d., was made by the Great North of England, and the lowest, 0-9d., by the London and Croydon and the Lancaster and Preston. The Chester and Birkenhead had a fourth class, at the rate 0-33d., which was discontinued during the period of the second return of the tables.

"As there is but slight variation in the rates for horses and carriages, live stock and coals, over the four returns, an average is taken for the whole period. The average rate for horses, taken on 21 English railways, is 4-14d. Of these, 13 are above the average, and 8 below it. The highest charges were made by the Preston and Wyre and the Whitby and Pickering companies, viz: 5-5d., and 5d. respectively. The numbers conveyed on these lines were, however, very small. The lowest rate, 2d., was charged by the York and North Midland.

"The average rate for carriages taken on the same 21 railways is 7-36d. Of these, 10 are above the average, and 11 below it. The highest charge, 10-5d., was made by the Lan-

caster and Preston, and the lowest, 4d., by the York and North Midland. The Chester and Birkenhead, not included in the average charged 12d. on returns 1 and 2; but had reduced the rate to 8d. on 3 and 4. This reduction was not followed by an increase of traffic.

"The average rate for coals is 1.83d. per ton per mile, taken on 22 English railways.

"The average rate for the conveyance of cattle on 9 English railways is 1.53d. Of these, 3 are above the average and 6 below it. The highest rate, 2d., was charged by the Birmingham and Gloucester, and the lowest, 0.9d., by the Newcastle and Carlisle.

"The average rate for sheep on 9 English railways is 0.34d. Of these, 5 are above, and 4 below the average. The highest rate, 4d., was charged by the Birmingham and Gloucester, and the lowest, 2d., by the London and Birmingham.

"The average rate for pigs on 9 English railways is 0.344d. Of these, 4 are above, and 5 below the average. The highest rate, 0.5d., was charged by the Birmingham and Gloucester and the London and Southwestern, and the lowest rate, 0.17d., by the Newcastle and Carlisle.

"The above averages having been taken on those lines only of which the returns were perfect during two years, but as they include the most extensive lines, and are located in all parts of England, the averages may be considered fair."

The general scope of the writer's argument is thus stated:

"The basis of the argument for the utility of these tables as applied to general statistical purposes is, that all the surplus produce of labor must be conveyed to its market or locality of consumption. Common roads will soon be superseded, except for very short distances, by railways, as the means of such conveyance, and there can be no doubt that a well digested system of tabulating the traffic of so large a portion of the produce of the land and labor as must pass through the hands of railway companies, would furnish the most important information on the state and variation of local trade throughout the kingdom."

The pamphlet is worthy of attention, as we trust the first of a valuable series.—*London Railway Record*.

Ranelagh Suspension Bridge.—A company has been brought forward for the construction of a bridge across the Thames, from a point between Chelsea hospital and the Grosvenor canal, to the Surry shore near the red house, at Battersea. The necessity of such a structure, as a public work, is now very generally admitted, and the distance between Vauxhall and Battersea bridges is very great and includes an immense mass of buildings, and a large population. The commissioners of metropolitan improvements, indeed, in their plans accompanying their report to the house of commons, on proposed improvements in this district, have laid down roads, apparently with the express view of leading to a communication with the Surry side of the river, at the point proposed by the promoters of the Ranelagh bridge.

The proposed bridge is intended to be upon the suspension principle. Instead of the old plan of erecting two piers in the waterway, supporting a centre chain of great span, there will be only one pier in the river, midway between the two shores, and a great saving will consequently be effected in pile driving, masonry, etc., while the two chains will not be of any considerable length, and consequently, as the strain will be less, they may either be made to bear a greater weight, or they may be safely constructed with a smaller quantity of iron than under the old system. The arrangement of the structure, although very simple and obvious, is, we believe, entirely novel, and is worthy of the rising reputation of the engineer, Mr. Bird. The expense for approaches will be very trifling. On the Middlesex side there is very little to be done, and such property as it will be necessary to purchase on either side of the river is vacant, and of comparatively little value, and consequently the item of compensations, usually so large in concerns of this nature, cannot in any event amount to any considerable sum, especially as all the parties affected are favorable to the undertaking, on account of the great increase which it will create in the value of all property in the locality.

The capital proposed is £90,000, which is sufficient to provide amply for the whole of the works to be executed and for every necessary expense, particularly as there is no prospect of any parliamentary opposition. To a very considerable population it will afford peculiar conveniences, and looking at the immense district for which it will provide increased accommodation, we have no doubt the concern will yield very ample returns on the capital engaged in it. According to the best calculations, based upon the returns of the neighboring bridges, the tolls will not be less than £8,000, being about 9 per cent. upon the proposed capital, part of which may very probably not be required. The whole tolls will be so much clear profit, as the outgoings after the completion of the bridge will be very small, and will be met by the dues arising from a steamboat pier in the centre of the river, which forms part of the project. On the development of the traffic under the cheap toll system, the produce will probably amount to a much larger sum.

It is a most important advantage for the scheme that it has the approval and support not only of the owners of property affected, but also of the lords commissioners of Chelsea hospital, and in consequence of the safe passage of the company's bill through parliament may be looked forward to as certain. In conclusion, we must observe that while the works will be constructed on perfectly safe and substantial principles, the capital is very small in proportion to the probable dividends to be derived from the undertaking, and we can confidently recommend it to such of our readers as may be looking out for a solid remunerative and permanent investment.

—*Railway Times*.

"It has been decreed, as was well said by Mr. Parker, at the Oxford and Wolverhampton meeting on Tuesday, that the people of

this country shall travel by railways. The people have made such a decree themselves and it is absurd—it is worse than absurd—to say that the large extension of an existing beneficial system will ultimately be injurious to the country. There is no parallel between railways and canals. As well might it be said that the manufacture of gas could never answer as a commercial speculation, because only a certain number of candles were made and used before gas was invented; or as well might it have been said at the time printing was introduced, that its extension ought to be curbed because before its introduction a certain number of books only was read.

"It does not always follow, that a railway is projected because a certain amount of traffic exists between its termini, or in other words, that the existing traffic has caused the projection of a railway. A railway, in a great measure, creates its own traffic; and where there was very little traffic before, the completion of a railway will cause a traffic unthought of to be established."

Anthracite Furnaces, etc.—Consumption of Coal on the Line.—In the spring of the present year there were but two anthracite furnaces in blast between this place and Philadelphia, Dr. Palmer's, the "Pioneer," on the island, and one at Phoenixville. There are now four in blast, and another will be added to the number in one or two weeks. They are capable of turning out 275 tons of iron per week, or 13,750 tons per annum. In the course of next season, the following furnaces will be in operation in the coal region and on the canal between this place and Philadelphia. They are all at this time either in blast or in process of erection:

At Spring Mill,	2
At Conshehocken,	1
At Phoenixville,	3
At Birdsborough,	1
At Reading,	1
In the coal region,	3—11

These furnaces, eleven in number, can produce 610 tons per week, or 30,500 tons per year. Heretofore, three tons of coal have been required for the engine and stack, to produce a ton of iron, but since the new method of heating the blast at the tunnel head has been introduced, the quantity of coal used has been reduced to about two and a half to smelt a ton of iron. These furnaces alone will consume seventy-five thousand tons of coal per annum. This quantity is independent of that which will be required by the rolling mills, steam forges, and other iron works erected and in course of erection, which will require about fifty thousand tons more. From this statement, our readers can form some idea of the increased consumption that will be required on the line of the canal and railroad—and we venture the prediction that those who live twenty years longer, will see the whole extent of these improvements dotted with manufacturing towns and villages so closely located as to form almost a continuous town between the coal region and Philadelphia.

The foregoing, from "The Miners' Journal," of the 22d inst., shows that we shall be able at an early day to make our own iron.

ENGLISH RAILROAD SHARE-LIST.											
NAME OF RAILWAY.	Miles opened.	Total sum, in pounds, authorized to be raised by shares.		Total sum, in pounds, authorized to be raised by loan or mortgage.		Total sum, in pounds, expended at date of latest balance sheet.		Cost of working in pounds for six months as stated in latest balance sheet.		Total earnings in pounds for six months as stated in latest balance sheet.	
		£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Arbroath and Forfar.....	15	102,000		35,000		138,870		39,261	53,203	0	12 6 2
Birmingham and Gloucester.....	56	1,187,500		407,336		1,500,806		53,203	1 5 0 2	10 0	
Brandling Junction.....	23	161,700		365,470		481,452			4 10 0	50	54
Bristol and Gloucester.....	37	400,000		211,000		657,825			4 10 0	50	54
Chester and Birkenhead.....	14	750,000		143,170		518,989		5,856	13,148	0	10 0 2
Dublin and Drogheda.....	31	450,000		150,000		582,254			4 10 0	50	54
Dublin and Kingston.....	6	900,000		152,200		349,736			4 10 0	50	54
Dundee and Arbroath.....	16	100,000		49,445		153,416		2,989	6,993	1	5 0 5
Durham and Sunderland.....	18	169,350		124,055		270,392		9,889	17,702		4 10 0
East County and North and East.....	86	4,443,200		1,341,155		3,931,905		47,385	118,726	1	6 6
Edinburgh and Glasgow.....	46	1,125,000		375,000		1,649,523		29,429	55,866	1	5 0 5
Glasgow, Paisley and Ayr.....	51	937,500				1,071,258		12,446	36,736	1	5 0 5
Glasgow, Paisley and Greenock.....	22	650,000		216,666		797,643		11,830	23,447	0	5 0 2
Grand Junction.....	104	2,478,712				2,503,671		84,309	195,080	5	0 0 10
Great North of England.....	45	969,000		581,017		1,307,487		12,201	36,189	3	0 0 6
Great Western.....	22	4,650,000		3,679,343		7,445,689		143,279	400,046	4	0 0 8
Harlepool.....	15	438,000		155,540		719,205			8 0 0	100	
Leicester and Swannington.....	16	140,000				140,000		2,207	6,317	1	5 0 5
Liverpool and Manchester.....	32	1,209,000		497,750		1,785,000		64,885	141,252	5	0 0 10
Llanelli.....	27	200,000		44,000		221,624			1 0 0	2 0 0	87
London and Birmingham.....	202	6,874,976		1,928,845		6,614,005		96,413	456,997	5	0 0 10
London and Blackwall.....	3	804,000		266,000		1,768,851		15,978	23,870	0	3 0 1
London and Brighton.....	56	1,935,000		705,000		2,637,753		30,490	130,156	1	10 0 6
London and Croydon.....	8	550,000		229,000		761,885		7,553	10,545	0	8 0 4
London and Greenwich.....	3	759,383		233,300		1,040,930		15,193	28,933		4 0 0
London and South Western.....	92	2,222,100		630,100		2,604,405		89,439	190,631	2	0 0 10
Manchester and Birmingham.....	31	2,100,000		690,586		1,923,699		15,397	58,162	1	0 0 5
Manchester and Bolton.....	10	778,100		197,730		773,743		8,585	21,140	2	2 0 4
Manchester and Leeds and Hull.....	87	2,937,500		1,943,932		3,921,593		46,653	156,761		8 0 10
Midland railway.....	179	5,158,900		1,719,630		6,279,838		75,227	276,129	3	0 0 6
Newcastle and Carlisle.....	61	878,240		188,563		1,135,069		26,499	46,745	5	0 0 5
Newcastle and Darlington.....	23	500,000				405,728			1 0 0	8 0 0	21
Newcastle and North Shields.....	7	150,000		153,876		309,629		8,943	18,466		6 9 0
North Union.....	39	739,301		308,306		1,028,593		24,788	37,794	2	10 0 6
Paris and Orleans.....	82	1,600,000		400,000		1,978,415			0 16 0	8 0 0	20
Paris and Rouen.....	84	1,440,000						31,247	91,171		8 0 0
Preston and Wyre.....	19	830,000		179,852		355,161		4,191	7,066		4 0 0
Sheffield and Manchester.....	19	1,150,000		311,759		951,455		11,895	14,876		4 0 0
South Eastern.....	88	2,996,000		1,530,277		3,464,172		69,288	139,042		3 1 4
Taff Vale.....	30	465,000		195,000		595,089		9,115	22,692	1	17 3
Ulster.....	25	519,150		20,000		348,626		5,401	13,856	0	15 0
Yarmouth and Norwich.....	20	187,500		62,500		230,036		5,186	10,008	1	0 0 5
York and N. Mid. and Leeds and Selby	28	1,062,500		167,500		1,107,146		31,349	75,474	2	10 0 10

ENGLISH STEAM AND MISCELLANEOUS COMPANIES.													
Steam and Miscellaneous.						NAME OF COMPANY.							
NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.	NAME OF COMPANY.	Num. of shares.	Am't. of share.	Amount paid.	Div. p.c. per ann.	Last price.	Present price.
Anglo Mexican Mint....	10,000	10	10	.....	15½	15½	Loughborough.....	70	142½	142½	70	1140	
Anti Dry Rot.....	10,000		18½	.....	2		Monmouthshire.....	2,409	100	100	10	160	160
Australian Trust Company	5,700	100	35	.....	34½	.....	Melton Mowbray.....	250	100	100	10	117	117
General Steam Navigation	20,000	15	14	10	27½	27	Mersey and Irwell.....	500	100	100	10		
Gr. Western Steam Pa.....			100		25		Macclesfield.....	3,000	100	100	2½	15	15
Metropolitan Wood Pav.	15,000	10	6	5	6½		Neath.....	247	100	100	17	365	365
Patent Elastic Pav.....	10,000	1	1	5	1½		Oxford.....	1,786	100	100	30	505	
Peninsular and Oriental.....	11,493	50	50	7	64½	65	Regents or London.....	21,418	33½	33½	2½	25	25
Ditto.....	3,200	50	40	7			Shropshire.....	500	125	125	6	120	120
Polytechnic Institution.....				6			Somerset coal.....	800	150	150	7½	123	123
Reversionary Int. Soc.....	5,387	100	100	4½	104	104	Stafford and Worcester...	700	140	140	25	480	480
R. Mail Steam Packet.....	15,000	100	60	.....	36½	37	Shrewsbury.....	500	125	125	12	230	230
South Western Steam.....	4,000	25	5				Stourbridge.....	300	145	145	14	360	360
Ship Owners' Towing.....	3,000	10	7½	10	15		Stroudwater.....	200	150	150	19		
Thames Tunnel.....	4,000	50	50				Swansea.....	533	100	100	15	240	240
University College.....	1,500	100	100				Severn & Why & Rail Av.	3,762	26½	26½	5½	30	30
Canals.							Trent and Mersey.....	2,600	50	50	65	495	
Ashby de la Zouch.....	1,432	113	av.	4	70	70	Thames and Medway.....	8,149	19½	19½	.....	10	10
Barnsley.....	720	100	100	14	180	180	Warwick and Birmingham.	1,000	100	100	10½	167	
Birmingham, 1-16 share..	3,000	118½	79	10	150	160	Warwick and Napton.....	980	100	100	8½	122	
Do. and Liverpool Junction	4,000	160	100	.....	13½	13½	Water Works.						
Coventry.....	500	100	100	20	365	365	Birmingham.....	4,800	25	25	3½	28	28
Cromford.....	460	do.	do.	24	250	250	East London.....	4,433	100	100	8	223	225
Derby.....	600	do.	do.	9	105	105	Grand Junction.....	5,500	av.	41 2 3	7½	88	90
Erewash.....	931	do.	do.	32	440	440	New River L. B. Ann.....	1,500			2½		
Forth and Clyde.....	1,297	400½	40½	4	440	440	Manchester and Salford...	6,486	av.	30	8½	57	57
Grand Junction.....	11,600	100	100	7	162	161½	Vauxhall, lt. S. London.....	1,000		100	5	55	55
Grand Surrey.....	1,500	do.	do.	.....	20	.....	West Middlesex.....	8,294	av.	63½	6½	126	127
Gloucester and Rerkley....	5,000	do.	do.	.....	8	8	Docks.						
Graham.....	749	150	150	8	185	185	Commercial Dock.....	1,065	100	100	3	80	
Lancaster.....	11,699	47½	47½	3	40	40	East and West India.....		sto.		5½	137	
Leeds and Liverpool.....	2,897	100	100	34	640	640	London.....	3,238	310	sto.	4½	114	115
Leicester.....	545	140	140	9	139	139	St Katharine.....	1,352	752	str.	5	116	171
							Southampton.....	7,000	50	50			

AMERICAN STATE WORKS AND CANALS, ETC.

STATE WORKS.		Length in miles.	Cost.	1843.		1844.		The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 90 to 90 feet in length.
				Income.	Expend.	Income.	Expend.	
N. Y.	1 Black river canal.....	35	1,524,967					The six millions paid to the canal fund from auction and salt duties are not included in the estimate of cost. The Genesee valley and the Black river canals require large sums for their completion, the interest of which additional sum is much greater than the estimated gross income of these canals when finished. The sums required to complete these two canals are \$2,000,000 and \$600,000, making their total cost when finished \$5,553,000 and \$4,409,000; an expenditure incurred on estimated incomes (admitted to be liberal,) of \$39,000 and \$14,000 respectively. The total receipts from the works of Pennsylvania for 1843 were \$1,019,401, for 1844 \$1,164,326, and the cost about 30 millions. The receipts for 1844 were as follows: Canal tolls, 578,404 Railroad tolls, 252,855 Motive power, 319,590 Trucks, 13,477 of which \$585,923 is from 118 miles of railroad, and \$578,404 from 550 miles of canal. The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
"	2 Cayuga and Seneca.....	21	237,000	16,557	10,953	24,618	14,443	
"	3 Champlain canal.....	61	1,251,664	102,308		116,739		
"	4 Chemung.....	23	684,600	8,140	14,486	14,385	13,740	
"	5 Chenango.....	97	2,420,000	16,195	15,967	22,179	15,960	
"	6 Crooked lake.....	8	156,777	461	3,674	1,498	3,951	
"	7 Erie—enlargement of.....	363	12,648,852	1,880,316				
"	8 Genesee valley.....	120	3,739,000					
"	9 52 miles opened, cost \$1,500,000.....			12,292	13,819	19,641	15,557	
"	1 Oneida lake.....	6	50,000	225	2,239	621	1,636	
"	11 Oswego.....	38	565,437	29,147	22,742	56,165	28,599	The receipts for 1844 were as follows: Canal tolls, 578,404 Railroad tolls, 252,855 Motive power, 319,590 Trucks, 13,477 of which \$585,923 is from 118 miles of railroad, and \$578,404 from 550 miles of canal. The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
Pa.	12 Beaver division canal.....	25						
"	13 Delaware canal.....	60				109,278	22,870	
"	14 French creek.....	45						
"	15 Seneca river towing path.....		69,276			381		
"	16 Columbia railroad.....	82 1/2	4,204,969			443,336	205,067	
"	17 Eastern division.....	36				179,781	138,915	
"	18 Juniata canal.....	93						
"	19 Portage railroad.....	36 1/2	1,823,461			351,102	248,943	
"	20 Western division canal.....	105						
"	21 North branch Susquehanna canal.....	73				101,949	57,633	The receipts for 1844 were as follows: Canal tolls, 578,404 Railroad tolls, 252,855 Motive power, 319,590 Trucks, 13,477 of which \$585,923 is from 118 miles of railroad, and \$578,404 from 550 miles of canal. The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
"	22 West ".....	72						
Ohio	23 Hocking canal.....	56	975,130	4,757		5,286	4,139	
"	24 Miami canal.....	85	1,660,742	68,640	38,826	77,844	22,341	
"	25 Miami extension.....	105	2,856,636	8,291		12,723	14,741	
"	26 Miami northern division.....	35	322,000			unfin'd.		
"	27 Muskingum.....	91	1,627,318	23,167		29,385	15,027	
"	28 Ohio.....	334	4,600,000	322,754	123,398	343,711	113,210	
"	29 Wabash.....	91	3,028,340	35,923	6,400	49,589	12,817	
"	30 Walhonding.....	25	607,269	838	39,005	1,977	1,338	
"	31 Western road.....	31	255,015	7,254	1,782	8,747	2,929	The receipts for 1844 were as follows: Canal tolls, 578,404 Railroad tolls, 252,855 Motive power, 319,590 Trucks, 13,477 of which \$585,923 is from 118 miles of railroad, and \$578,404 from 550 miles of canal. The canals of Ohio are supported by a property tax of 5 1/2 mills on the dollar. There are 853 miles of canal in the State, which yielded in 1843 \$471,623, and in 1844 \$515,393, the cost 1st Jan. '43 being \$15,577,233. The increase of '44 over '43 is only \$43,770, though the year '44 has exhibited a greater increase throughout the country than ever before known. These 21 millions on sundry works yield no income whatever. The central railroad yields above 6 per cent., and is the only State work—the Erie canal excepted—which is able to stand alone.
Ind.	32 Sundry works.....		11,000,000					
"	33 Maumee canal.....							
Ill.	34 Sundry works.....		10,000,000					
Mich.	35 Central railroad.....	110	1,842,308	149,987	75,960	211,170	89,420	
"	36 Southern railroad.....	68	936,295	24,064	7,907	60,341	70,000	

CANALS.		Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
				Gross.	Nett.		Gross.	Nett.			
	Blackstone.....	25	400,000								We may, perhaps, at some future time be enabled to give the particulars of all these canals. The Chesapeake and Ohio canal is not yet completed to the coal mines, hence its trifling income. The enlargement of the Schuylkill canal has been commenced. The Morris canal was lately sold for one million, about one-fourth of its cost.
	Bald Eagle Navigation.....		1,000,000								
	Beaver and Sandy, (part).....										
	Charleston, (S. C.).....	184	12,370,470	47,637							
	Chesapeake and Ohio.....	12	300,000								
	Conestoga.....	13									
	Delaware and Chesapeake.....	108	3,500,000	279,795	102,231		190,693	120,624			
	Schuylkill.....										
	Farmington.....										
	James river and Kenhawa.....										
	Middlesex.....										We may, perhaps, at some future time be enabled to give the particulars of all these canals. The Chesapeake and Ohio canal is not yet completed to the coal mines, hence its trifling income. The enlargement of the Schuylkill canal has been commenced. The Morris canal was lately sold for one million, about one-fourth of its cost.
	Port Deposit.....	10	200,000								
	Delaware and Raritan.....	43	2,900,000	99,623	53,327		131,411	84,455			
	Southwark.....		300,000								
	Tide Water.....	45	2,900,000								
	Union.....	80	2,000,000								
	Morris.....	101	1,000,000								
	Dismal Swamp.....										

CANADIAN CANALS.		Length in miles.	No. of locks.	Lockage in feet.	Length of chamber.	Size of locks. feet.	Depth on mitre sill.	Width of canal. Bottom. Surface.	Estimate.	Expended to Sept. 1843.	Income. 1843. 1844.
The Welland canal.....											
Main trunk from Port Colborne to Port Dalhousie.....		28	31	328		150	26 1-2	8 1-2	3,948,572	2,485,572	64,658
Junction branch to Dunville.....		21	1	6		150	26 1-2	8 1-2			
Broad creek branch to Port Maitland.....		1 1-2	1	6		200	45	9			
The St. Lawrence canal.....											
Galops and Port Cardinal.....		2	2	7		200	45	9			
Rapid Plat.....		4	2	11 1-2		200	45	9	672,498	973	
Farren's point.....		3-4	1	3 1-2		200	45	9			
Cornwall, passing the Long Sault rapids.....		11 1-2	7	48		200	55	9	865,372	1,665,663	
Beauharnois, do. Coteau, Cedars and Cascades road.....		11 1-4	9	82 1-2		200	45	9	1,190,087	275,426	
Lachine, do. Lachine rapids.....		8 1-2	5	44 1-2		200	45	9	1,001,333	400,000	29,988
Elargement of do.....										64,439	
Total from lake Erie to the sea.....		12	57	525					200,000	440,000	1,409
Chambly.....		66	9	74 1/2		120	24	6			

COAL COMPANIES.		Length in miles.	Cost.	1843.		Div. per cent.	1844.		Div. per cent.	Value of stock.	REMARKS.
		R. rd. Canals.		Gross.	Nett.		Gross.	Nett.			
	Delaware and Hudson.....	16	106	2,800,000	930,203	196,702	10			130	
	Lehigh.....	20	72	6,000,000						31	

AMERICAN RAILROADS.															
NAMES OF RAILROADS.		Length in miles.	Cost.	Loans and debts.	Number of shares.	Paid on share.	1843. Income.		Div. per cent.	1844. Income.		Div. per cent.	1845. Income.		Div. per cent.
							Gross.	Nett.		Gross.	Nett.		Gross.	Nett.	
Maine.	1 Portland, Saco and Portsmouth.....	50	1,200,000				89,997	47,166	7	131,404	62,172	6			
N. Ham.	2 Concord.....	35	750,000									12			
Mass.	3 Boston and Maine.....	56	1,485,461				178,745	68,499	6	233,101	86,401	6 1/2			
	4 Boston and Maine extension.....	17 1/2	455,703	unfin.											
	5 Boston and Lowell.....	26	1,863,746				277,315	144,000	8	316,909	147,615	8			
	6 Boston and Providence.....	41	1,886,135	none.	18,600	100	233,388	110,823	6	282,701	156,109	6			
	7 Boston and Worcester.....	44	2,914,078				40,141	162,000	6	428,437	195,163	7 1/2			
	8 Berkshire.....	21	250,000	not stated				17,500							
	9 Charlestown branch.....		280,260						13	34,654	13,971	5 1/2			
	10 Eastern.....	54	2,388,631				279,563	140,595	6	337,238	227,920	8			
	11 Fitchburg.....	50	1,150,000	just op'n'd											
	12 Nashua and Lowell.....	14 1/2	390,000				84,079		8	94,688	34,944	10			
	13 New Bedford and Taunton.....	20	430,962				50,671	24,000	6	64,998	24,000	6			
	14 Northampton and Springfield.....		172,883	unfin.											
	15 Norwich and Worcester.....	66	2,290,000	900,000	16,535	100	162,336	24,871		230,674	99,464	3			
	16 Old Colony.....		87,820	unfin.											
	17 Stoughton branch.....	4	63,075	unfin.											
	18 Taunton branch.....	11	250,000					20,000	8	96,687	20,000	8			
	19 Vermont and Massachusetts.....														
	20 West Stockbridge.....	3	41,516	200		100						4			
	21 Western, (117 miles in Mass.).....	156	7,686,202	4,686,202	30,000		573,882	284,432		753,753	439,679	3			
	22 Worcester branch to Milbury.....		8,431	506											
	23 Housatonic, (10 months.).....	74	1,244,123							150,000					
Conn.	24 Hartford and New Haven.....	38	1,100,000	100,000	10,000	100						6			
	25 Hartford and Springfield.....	25 1/2	600,000	400,000	2,000	100									
	26 Stonington, (year ending 1st Sept.).....	48	2,600,000	650,000	13,000	100	113,889			154,734	79,845				
N. York	27 Attica and Buffalo.....	31	336,211				45,896	7,522		73,248	48,033				
	28 Auburn and Rochester.....	78	1,796,342	200,000	14,000	100	189,693	112,000		237,667	152,007	6			
	29 Auburn and Syracuse.....	26	766,657			133 1/2	86,291	27,334		96,738	52,544	6			
	30 Buffalo and Niagara.....	22	200,000		1,500										
	31 Erie, (446 miles.).....		5,000,000												
	32 Erie, opened.....	53						48,000		126,020	59,075				
	33 Harlem.....	26	2,250,000	750,000	30,000					140,685	62,399				
	34 Hudson and Berkshire.....	31	575,613			50				35,029	1,789				
	35 Long Island.....	96	1,610,221	392,340	29,846					153,456	58,996				
	36 Mohawk and Hudson.....	17	1,317,893	400,000	10,000	100	69,948	58,780		79,804	45,763				
	37 Saratoga and Schenectady.....	22	303,658				42,242	3,000	1	34,666	8,455				
	38 Schenectady and Troy.....	20 1/2	640,800				28,043			32,646	6,365				
	39 Syracuse and Utica.....	53	1,115,897	none.	16,000	62 1/2	163,701	72,000		192,061	120,992	8			
	40 Tonawanda.....	43	727,332				76,227			114,177	75,865	5			
	41 Troy and Greenbush.....	6	180,000												
	42 Troy and Saratoga.....	25	475,801				44,325	21,000		38,502	9,971	2 1/2			
	43 Utica and Schenectady.....	78	2,168,165	none.	20,000	100	277,164	180,000	9	331,932	199,094	8			
N. Jersey	44 Camden and Amboy.....	61	3,200,000				682,832	383,880		784,191	404,956				
	45 Elizabethtown and Somerville.....	26	500,000												
	46 New Jersey.....	34	2,000,000												
	47 Paterson.....	16	500,000									6			
Penn.	48 Beaver Meadow.....	26	1,000,000												
	49 Cumberland Valley.....	46	1,250,000												
	50 Harrisburg and Lancaster.....	36	860,000	645,929									77,538	9,988	
	51 Hazleton branch.....	10	120,000												
	52 Little Schuylkill.....	29	900,000												
	53 Blossburg and Corning.....	40	600,000												
	54 Mauch Chunk.....	9	100,000												
	55 Buck Mountain.....	4	72,000												
	56 Minehill and Schuylkill Haven.....	19 1/2	396,117	25,000	7,019	50			12			12			
	57 Norristown.....	20	800,000												
	58 Philadelphia and Trenton.....	30	400,000												
	59 Pottsville and Danville.....	29 1/2	1,500,000												
	60 Reading.....	94	9,457,570	7,447,570	40,200	50				597,613	343,511				
	61 Schuylkill valley.....	10	1,000,000												
	62 Williamsport and Elmira.....	25	400,000				20,000								
	63 Philadelphia and Baltimore.....	93	4,400,000				43,043	200,000			210,000				
Delaw're	64 Frenchtown.....	16	600,000												
Maryl'd	65 Baltimore and Ohio, (1st Oct.).....	188	7,742,410	1,153,709			575,235	279,402		658,620	346,946		738,603	374,762	3
	66 Baltimore and Washington.....	38	1,800,000				177,227	71,691		212,129	104,529		208,813	95,094	6
	67 Baltimore and Susquehanna.....	58	3,000,000												
	68 Wrightsville, York and Gettysburg.....	12 1/2	500,000												
Virginia	69 Greensville and Roanoke.....	18	284,433	37,544	2,000	100				25,368	6,074	3			
	70 Petersburg.....	63	969,880	63,000	7,690	100				122,871	72,898	6			
	71 Portsmouth and Roanoke.....	78 1/2	1,454,171												
	72 Richmond, Fredericksb'g and Potomac.....	76	800,000							185,243	85,688				
	73 Richmond and Petersburg.....	22 1/2	700,000												
	74 Winchester and Potomac.....	32	500,000												
N. Car.	75 Raleigh and Gaston.....	84 1/2	1,360,000												
	76 Wilmington and Raleigh.....	161	1,800,000									5			
S. Car.	77 South Carolina.....	136													
	78 Columbia.....	66	5,671,452		34,410	75	201,464	77,456		532,871	140,196				
Georgia	79 Central.....	190 1/2	3,000,000	500,000	22,500	100	227,532	93,190		328,425	180,704				
	80 Georgia.....	147 1/2	2,650,000				248,026	158,207		248,096	147,523				
	81 Montgomery and West Point.....	89	500,000	170,000		100				35,000	15,000				
Kent'ky	82 Lexington and Ohio.....	40	450,000												
Ohio.	83 Little Miami.....	40	400,000												
	84 Mad river.....	40	152,000										24,984	3,280	
Indiana.	85 Madison and Indianapolis.....	56	212,000	50,000			22,110	8,639	8	39,031	10,065	9 1/2			
Canada.	86 Champlain and St. Lawrence.....	15						12,000		58,000	24,000				

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Correspondents will oblige us by sending in their communications by Monday morning at latest.

PRINCIPAL CONTENTS.

Foreign railway intelligence.....	786
No poetry in railways.....	786
Advantageous rates of fare.....	786
Ranelagh suspension bridge.....	787
Anthracite furnace.....	787
News by the Cambria.....	792
New Haven and Northampton railroad.....	792
Western and Atlantic railroad report.....	793
Railroad meeting at Niagara falls.....	795
Suspension bridge at Niagara falls.....	799
Union of railroads.....	795
Railroad to lake Erie.....	795
Railroad meeting in Bedford, Pa.....	796
More railroads.....	796

AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, December 11, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

It will be seen that the amount of coal sent this week by railroad is 5,850 11. The snow storm in the early part of the week blocked up the lateral roads so that it has been almost impossible for the cars to pass over them.

The canal is closed for the season.

A letter from Pinegrove states, that the navigation on the Branch canal, closed on the 28th inst. We shall have no further reports from Pinegrove until next spring.

BY RAILROAD.

From Pottsville and Port Carbon—total.....	381,270
From Schuylkill Haven—total.....	379,233
From Port Clinton—total.....	20,793
Total by railroad.....	781,298

BY CANAL.

From Pottsville and Port Carbon—total.....	163,913
From Schuylkill Haven—total tons.....	47,277
From Port Clinton.....	52,387
Total by canal.....	263,558

Total by railroad and canal.....1,043,857

LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co.	
Summit mines, -	184,365
Room run do, -	73,136—257,501
Beaver Meadow railroad and coal co.,	76,812
From Penn Haven—Hazleton coal co.,	70,659
From Rock Port—Buck Mountain coal co.,	23,858

WYOMING COAL TRADE—total.....	182,745
PINE GROVE COAL TRADE—total.....	47,928
MINEHILL AND SCHUYLKILL HAVEN RAILROAD—total tons.....	426,509
MOUNT CARBON RAILROAD—total tons.....	247,052
MILL CREEK RAILROAD—total.....	91,484
SCHUYLKILL VALLEY RAILROAD—total.....	118,969

[Miners' Journal.]

WESTERN RAILROAD.—Receipts for week ending November 29.

	1845.	1844.
Passengers.....	\$5,857	\$5,478
Freight, etc.....	13,500	12,565
Total.....	\$19,357	\$18,043
Net gain this week.....		1,314
Net gain previously since Jan. '45.....		54,111
Total gain.....		55,425

Transactions of the Reading railroad for the month of October for three years:

	1843.	1844.	1845.
Business....	\$58,160 34.	\$66,476 59.	\$131,879 64
Coal tons.....	37,261.	55,525.	92,415

Canal Tolls.—Amount of tolls received on all the New York state canals, in each of the following years, viz:

	4th week in Nov.	Total to 30th Nov.
1839.....	\$5,041	\$1,599,038
1840.....	20,190	1,772,583
1841.....	21,734	2,033,302
1842.....	5,380	1,748,870
1843.....	14,747	2,082,146
1844.....	13,449	2,446,038
1845.....	25,584	2,646,118

The above is the entire amount of tolls for the season of 1845 to the close of canal navigation—exceeding the very heavy tolls of 1844 by the sum of \$200,088.—*Albany Argus, Saturday.*

The Kingston Chronicle says, "The Kingston and Toronto railroad committee have given to Mr. Cull, civil engineer, final instructions to proceed with a preliminary survey of the whole line from Wolf island to Toronto, and he has commenced the work."—*Oswego Whig.*

The Beauharnois canal, in Canada, 12 miles long, around the Cascades and Ceder rapids, is completed.

To Railroad Contractors.

We gave in our last the proposals of the Pittsfield and North Adams railroad company, and they will be found in another page of this, for the graduation, masonry, materials for, and laying the superstructure, and fencing eighteen and a half miles of railroad from Pittsfield to North Adams.

These proposals are given in a form and place that suits us admirably. They are given in a detailed and definite manner which enables those at a distance, who desire to compete for either of the items, to understand and propose without the trouble and expense of a journey. We therefore commend the subject to the notice of other companies who are about receiving proposals, and will on our own, as well as on their account, make one suggestion which we feel assured will be for our mutual—though much more, we hope, for their, than our, interest—viz: allow more time for competition, bring more competitors into the field, and thus save money to the company while it, at the same time, gives us more for advertising! a very important matter to the RAILROAD JOURNAL, when it is just getting up steam, after years of short supplies of fuel. Will you bear this in mind gentlemen?

Another Road to be made immediately, as will be seen by the following proposals from the Boston, Concord and Montreal railroad company, and we would call the attention of our contracting readers to the notice, as we feel assured that good bargains will be made on this line where the managers are so prompt to take a hint, and avail themselves of the true medium of arresting attention. It is beyond all question, for the interest of the company to invite a vigorous competition for their work, and it strikes us they have got upon the right track to effect that object—their principal mistake lies in having made the discovery at so late a period; we will however endeavor to remedy that by calling special-ly upon those desirous to engage in the kind of business here offered, to give their immediate attention to the matter. There is no time to be lost, unless they mean to lose an opportunity of being instrumental in the "improvement of the ways;" the avenues of trade and travel, we mean, not the manners of good old New Hampshire, God bless her; upon whose soil we drew our first breath, and spent our early years, and towards whose bleak hills and fruitful valleys we often look back with fond affection, even though it is near forty years since we left the haunts of childhood, on the banks of the beautiful Connecticut, where it bids adieu to the territory of the youthful queen, upon whose dominions the sun never sets; and it is therefore possible that we may be a little selfish in this matter, as with a good railroad up the valley of that river we should be

likely to revisit the scene of more than one childish frolic; though, in doing so, it is probable that we should find—alas! only the places where, not the madcaps with whom we so often engaged in the sports of boyhood.

Boston, Concord and Montreal Railroad.

Proposals will be received for the Grading and Masonry of this Road, from Concord, N. H., to the Connecticut river at the mouth of Ammonoosuc river, till the 23d inst. Specifications, Profiles, Surveys, etc., may be obtained of the Engineer, William P. Crocker, at Meredith Bridge, who will furnish any desired information in relation to the subject. Bids will be received for the whole line or any part of it; and it will be expected the work will be commenced as soon as may be after the contracts are closed.

Sealed proposals may be made to either of the Directors, or the Engineer, and will be considered by the Board at the Eagle Coffee House, in Concord, on Tuesday the 23d instant.

JOSIAH QUINCY.

President B. C. and M. Railroad.

December 2, 1845.

2t 50

Farmington Canal, or

New Haven and Northampton Railroad.—The communication of "P," in this number of the Journal, in relation to these works, should be well considered by the parties interested in them, before they decide upon making "two bites of a cherry," not now worth eating, instead of engrafting upon the stem a different kind of fruit, say, if you please, the "apple," which is sure to yield abundantly when cultivated properly on the right kind of soil. The idea of making a railroad along the line of the Farmington canal is by no means of recent date. It has been for years so evidently in accordance with the spirit of the age, and offered inducements to those interested so far greater than the canal can possibly afford, that it arrested the attention of a gentleman of intelligence and much practical experience both in canals and railroads, several years ago, as may be seen by referring to the *Railroad Journal* for June 15, 1840, page 360. The views put forth in that communication by Mr. Holcomb, in relation to the propriety of abandoning the canal entirely, and constructing a railroad upon its bed and towing path, by levelling and filling, were both just and timely—though somewhat in advance of the age, as it had not then become fashionable to turn canals into railways—and they have lost nothing of their force by the lapse of time, but gained decidedly, both here and in Europe, under circumstances similar to those in connection not only with the Farmington, but also with many other of our canals. The same subject was again alluded to by us in the *Journal* of 3d July last, page 427, when we again placed the views of Mr. Holcomb before our readers, in connection with an article from the N. Haven Courier, taking almost the same ground. We now give another well written article on the same subject, from a source entitled to the entire confidence of those most deeply interested in the matter, and will not omit so good an opportunity to caution those having the management of the business, to look well to the present indications of the times, and be sure that they do not make an "improvement," which will require to be again improved before it will produce the greatest good to the greatest, or even any good to the greatest number; or, indeed, yield any return to those who have, for so many years, had only a plentiful harvest of disappointment.

Let them make a good railroad in place of the canal or let it be as it is. Use the water for man's nature.

ing purposes wherever it is available, and make a railroad which will increase the business many fold, and then accommodate the whole without the canal better than with it. The railroad alone will in a few years, if not at once, be profitable; but with the canal kept in readiness for use along side, neither will yield returns to those who have invested, or may hereafter invest, their capital in them. The true policy, as we think, if any change is made, is to make it thorough, and a good railroad instead of a poor canal. "P." is ready to back his opinions in relation to cost of grading, and his name is at the service of those who would avail of his offer.

By THE CAMBRIA, which arrived at Boston on the 4th inst., we have received our regular files of the London Railway and Mining Journals—and also through the kindness of an esteemed friend in London, and the politeness of Professor Morse, who came passenger, we have duplicates of some and extra papers of much value, together with letters containing intelligence of importance to all in this country, interested in the extension of the railway system. We find many matters of absorbing interest in these papers and letters, which we shall give in the next number, the present one being mainly in type when our journals came to hand, thus denying us the pleasure of giving, at least one of the letters in addition to the few extracts and comments for which we have room this week.

The panic, or revulsion, as it is termed, has had the effect to depress railway shares considerably, even the best dividend paying of the roads, as will be seen by the following list of fifteen roads. The average par value of these shares is £72 63s. 8d.; the average amount paid on them £56 63s. 8d. The average market value on 25th October was £119 15s. 8d.; and on the 15th November it was £116 17s. 3d.—showing an average decline of £2 18s. 8d. This has, of course, given much alarm to holders, and especially to those who have been speculating largely on small capital in doubtful or rival schemes, but those who have invested in legitimate lines, and understand the subject, will not, we imagine, be disposed to rush into the market, but will hold on for a time until the present excitement subsides. Nor will this depression and alarm interfere at all with those works already commenced; but they will be vigorously pushed forward to completion.

We give this list of roads, cost and present value of shares, for the purpose of reference hereafter and shall take occasion to refer to it by way of showing the rise or fall of the market value of the shares.

NAME OF ROAD.	Am't of shares.	Paid on share.	Value Oct. 25.	Value Nov. 15.
Birmingham & Glouc.	£100	£100	£125	£125
Bristol and Gloucester.	50	30	55	54
Eastern Counties.	25	14	21	20
Grand Junction.	100	100	241	231
Hull and Selby.	50	50	103	100
Gt. North of England.	100	100	216	212
Great Western.	100	80	142	155
Liverpool and Manch.	100	100	213	220
London and Birmingham.	100	100	217	214
London and Brighton.	50	50	65	61
London and York.	50	2	5	4
Manch. and Birmingham.	40	40	81	74
Manchester and Leeds.	100	76	146	136
Sheffield and Manchestr.	100	100	148	130
Trent valley.	20	2	15	15

15 companies, average. £72 63s. 8d. £56 63s. 8d. £119 15s. 8d. £116 17s. 3d.

The prices of iron vary but little from 25th Oct. to 15th Nov. Rails have advanced a trifle, and Scotch pig has receded, as will be seen by the following quotations of the two dates; there is little chance, however, for a decline, as the demand must continue enormous.

	October 25th.	November 15th.
Price of rails,	£11 10s. to 12.	£12.
Scotch pig,	4 2s. 6d. to 4 5s.	4.

For the American Railroad Journal.

New York, December 1st, 1845.

New Haven and Northampton Railroad.

I understand that measures are about being taken to construct a railroad on the banks of the New Haven and Northampton canal. Feeling some interest in that work, I ask the use of your columns to throw out a few suggestions for the consideration of those who have the control of that work.

What I would principally urge upon their attention, is not the propriety of the work in view, but the manner of carrying it out. I allude to maintaining the canal; thus keeping up two works for the accommodation of a business that has not heretofore been found adequate to the repairs of one.—Railroads, it is true, *make* business, but I have never heard of any that has *made* more business than it was able to accommodate, or that was so *unselfish* as to make business for a canal by its side, unless it was in the construction of the railroad itself. I humbly submit whether the continuance of the canal will not jeopard both projects, for the following reasons.

First, the additional cost of the railroad, will form no trifling consideration. The cost of preparing the roadbed may be put down at double, and will necessarily after this additional outlay, be extremely imperfect, should the exact line of the towing path be adhered to, and should it not, the additional cost would be considerably beyond what I have mentioned. When I say it would be extremely imperfect, I allude to the numerous small curves in the canal, many of which cannot be of more than 200 feet radius; and on our best railroads, 2000 feet is the minimum. To be sure, these are admitted on steep grades, whereas upon the proposed work, they would occur upon a level. But even upon a level, a radius of curvature of 200 feet, cannot be thought of in connection with high speed and safety, and without these requisites the work had far better not be undertaken. For the day has passed when it was only necessary to build *some sort* of a railroad, to secure the patronage of the public. Railroads are becoming so numerous, especially in the region where this is to be located, that the travelling community has grown bold enough to demand to be carried both with *safety* and *speed*. And I will here take the liberty to predict, that in ten years, and perhaps less, the speed of passenger trains upon all the railroads in the country, will be doubled, and in place of from fifteen to twenty miles per hour, we shall travel at a speed of from thirty to forty miles. The observation of every one must satisfy him of this fact.

How shortsighted then will it be in the directors [of the sound judgment and professional however sagacity of one of their number, Henry Farnam, esq., civil engineer, I have the highest opinion,] of the work in question, to construct a railroad which would scarcely admit, compatible with safety, the average speed of the present time. In order to remove this difficulty, [the abruptness of the curves,] nothing less than the whole width and limits [with perhaps occasional departures from these] of the canal, will suffice.

Again, should the project of maintaining the canal be abandoned, the plan suggested by a correspondent of the Journal, June 1840, of using the bottom or to wingpath at pleasure, by ditching* the former, or by throwing down the latter till a sufficient

* Does P mean filling the canal, or ditching the sides of the rail track?

width is obtained, might be availed of; but should the proposed plan be insisted upon, [which, Siamese twins like, would never be able to accomplish anything because retarded by its other half,] the towing path, culverts, aqueducts and bridges would all require to be widened, and at a very heavy expense. The towing path was originally ten feet in width, but upon embankments it is now scarcely more than seven. It cannot be supposed for a moment that the present width will answer, or even the original, bearing in mind the conditions of speed and safety. Nothing less than twelve feet, and the common width is at least fifteen, will at all answer. The number of culverts and bridges to be lengthened in a country so abounding in streams and roads, is very large. Of the latter, there cannot be less on the eighty miles of canal, than 160, which require another condition besides lengthening—that of raising. They are now some eight feet above the water line, and six above the towing path. To raise them sufficiently, would not only be attended with considerable expense, but render them difficult and inconvenient [now sufficiently so] to cross.

Again, it cannot be so long since an accident has happened to the canal—the washing away of an embankment, or something of the kind, occasioned by the water of the canal, that the directors require to be reminded that canals are subject to such accidents, and this canal in particular—owing to the loose sandy soil through which it passes. From this cause, as an accident would not be likely to happen to the canal without affecting the railroad, the latter as well as the former, would be liable to constant interruptions, diverting business into new channels, which frequently never returns.

As to the capability of a railroad to do all the business that might offer on the route, no one can doubt for a moment; and as to the capabilities of railroads to do freighting business profitably, and especially freighting and passenger business combined, which would be the character of the business on this work, it is only necessary to look over the reports furnished weekly by you in the Journal.

At once then, and forever, let them abandon the canal, a work, as time has proved, conceived in error, [although the offspring of a master mind, the late James Hillhouse,] and I might almost say, supplied with water by the tears of the orphans and widows of impoverished stockholders! [but that would be most too much of a flourish,] and construct a permanent and substantial railroad. Your correspondent, in the article above alluded to, a part of which you lately republished, accompanied by some judicious and well timed remarks on this subject, estimated the cost of the improvement at about \$6,300 per mile, which I then thought sufficiently high; but the price of iron having considerably advanced since that period, a corresponding addition must be made to this estimate. The preparation of the road bed is estimated in that article at between \$1,300 and \$1,400, and I will enter into contract with ample sureties to perform the work for that amount, and you are authorized to furnish my name to any person that shall desire it in connection with this affair.

There are several other matters that I shall pass by without comment, for fear of burdening you with too lengthy a communication; such as the cost of al cost of constructing and maintaining the railroad; the cost of either numerous viaducts, or swing brid-maintaining the canal, independent of the additional, [and in the latter event, coupled with the expense of attendance,] for crossing the canal as the towing path shifts from one side to the other; or the

obstacles to crossing the towing path for its legitimate purpose, after it has been occupied by a railroad, and the consequent expense of constructing a new towing path throughout the entire line.

Since writing the above, I have seen the report of the engineer, [Prof. A. C. Twining, a gentleman of the highest standing in the profession] employed to make a reconnaissance and survey of the proposed work.

It appears by the report that the immediate object of the directors is to construct a railroad along the line of the canal to Bristol Basin, a distance of about twenty-seven miles, and from thence departing entirely from the route of the canal, to Collinsville, a clever little village which has been brought into existence by the manufacture of the celebrated Collins axes, a distance of about thirty-nine miles. Mr. T. estimates the cost at \$15,171 per mile, or the gross sum of \$595,591; a sum which three years since, by adhering to the line of the canal for the railroad and abandoning it for purposes of navigation, would have been nearly sufficient to have constructed a railroad to Northampton, a distance of about eighty miles; and which at this time is sufficient to construct at least sixty-five miles, counting the superstructure at Mr. T.'s estimate. What object the directors can have sufficient to induce them to carry their proposed work to Collinsville, it is difficult to see, unless it is in connection with the Western railroad at Pittsfield, by continuing up the, from here, rugged valley of the Farmington, especially since a more desirable connection would be made at Westfield, where the Western railroad crosses the canal; since I venture the opinion that the amount of axes, [it is true, I say nothing of other materials,] which the railroad would carry in several years, [I am supposing that they forge pick axes as well as others] would scarcely be equal to the number required to hew its way through the rough and rugged region about Collinsville.

This departure from the canal is the more surprising, since the only outlet possessed by this region of country is at present the canal [it can only shun it by crossing over, and proceeding to Hartford] which the canal now enjoys and to which the railroad, as next of kin, though not of affection, would fall heir.

I learn by the report in question, that a principal object of the directors in keeping up the canal, is to furnish water power for manufacturing establishments, yet to be built along its banks—admitting that the freighting will mostly be done by railroad. To a certain extent this may be, and doubtless is, a judicious measure; but it certainly cannot be necessary or desirable to keep up eighty miles of canal to furnish to a few manufacturing establishments, at a low rent, the small amount of water furnished by the Farmington river and the Southwick ponds—from whence the principal supplies of water are obtained. The water power must be furnished at a low rent, or in a country so abounding in streams and still unappropriated water powers, there will be few to avail themselves of them, especially since it has already become a much mooted point, whether water power is desirable where it involves any, however inconsiderable, transportation to and from the sea-board or navigable streams; and I am told that in the eastern part of Pennsylvania, about Philadelphia, and in Delaware, about Wilmington, one vicinity having the Schuylkill, etc., and the other the Brandywine, etc., affording unrivalled water powers, steam power, from its economy, [coal, it is true is cheap] and certainly, is obtaining a decided preference.

I suggest then, whether it would not be better to use the amount of water power near the sources from whence it is obtained; the water of the Farmington near the town of that name, where, it appears by the report, there is a fall of something like forty feet between the canal, and river; and the water of the Southwick ponds, at the northern outlet from them, where, we are informed, there is a fall of sixty feet in half a mile. And finally, would it not be cheaper to transport the goods, wares and merchandize, from the former point [Farmington] to the sea-board, than to convey thither the water, [some forty miles by feeder and canal,] for turning the factory wheels; and although the fall would be perhaps double by adopting the latter course, yet it may be questioned whether the waste by leakage, evaporation, etc., would not restore the equilibrium.

Very truly yours, P.

**Report of the Western & Atlantic Railroad.
ENGINEER'S DEPARTMENT W. & A. R. R.
October 22d, 1845.**

I have the honor to submit the following report of my transactions as chief engineer of the Western and Atlantic railroad, since the date of my last report, and an account of expenditures up to the 30th September last.

In that report, it was stated that there were twenty-nine miles of the track laid in 1842, in which no change of plan was intended. The method to be pursued in repairing this distance was the first matter requiring attention. Upon a thorough examination of the track for that object, it was clearly ascertained that nothing short of an entire renewal would accomplish the desired end. On the 25th of December, contracts were made for timber, and, within a few days, for laying the new track. This step was unavoidable, as the old timber was thoroughly rotten, and the necessity for this expenditure had a serious bearing on the efforts to extend the road to the farthest possible point.

In May, contracts were made to complete the track for 20 miles beyond Coosa depot. The whole superstructure on this road has been let at an unprecedented low price. The entire cost of timber and workmanship has been from \$850 to \$1030 per mile; and that at the highest price, was combined with a large quantity at a very low price. It is believed that no work in the United States has been let lower than the highest of these rates. The work has been pressed with great vigor, and at the close of the year the state will possess eighty miles of railroad in successful operation.

There have been some circumstances attending the execution of the order for 1840 tons of iron given to Messrs. John Frazier & Co., of Charleston, on the 8th May, 1844, which it is deemed proper to make public. This order was given to them in consequence of an intimation given through a third party that they could, through their Liverpool friends, procure the iron at the lowest cash prices, and give the state of Georgia a credit of twelve months. After much correspondence with these gentlemen, during which the above conditions were repeatedly mentioned, the order was finally given at a personal interview. It was sent to Messrs. Fielden, Brothers & Co., of Liverpool. In the

letter of Messrs. John Frazier & Co., conveying the order, are these words: "You will now please find enclosed the specifications and drawings, in conformity with which you will now make a contract immediately for eighteen hundred and forty tons of rails, at the lowest possible cash prices." The letter further urged them to procure a credit if possible, adding: "If twelve months cannot be got, get as long a time as you can;" but the order was to purchase the rails positively, and secure the credit if practicable. The only imperative condition of the order was to purchase the rails at the lowest possible cash prices.

Under this order, Mr. John Pickersgill, of London, one of the firm of Fielden, Brothers & Co., made a contract for the rails with Messrs. Thompson and Forman, in London, on or about the 1st day of June, agreeing to give them about £2 per ton above the market price at that date. The price agreed on between them was £8 15s., and letters from several of the most respectable American houses, show this to have been about \$2 per ton above the market price at that time.

These facts were not known here until the first cargo arrived. They were then reported to your excellency, when every means were adopted to obtain justice. As soon as the complaint was made, Messrs. Thompson and Forman agreed to deduct £500 from their bill, and Messrs. Fielden, Brothers & Co. agreed to deduct their commission; showing that both were perfectly aware of the injustice done to the state; but they could not consent to disgorge the whole of the \$18,000 overcharged. Unfortunately, iron had risen enormously in the mean time, and the agent of the state was forced to subject to the imposition.

Messrs. John Frazier & Co. were at once satisfied of the fact, that an imposition had been practiced, and made every effort to induce their Liverpool friends to adjust it properly, and on failing to obtain redress, they agreed to charge no commission. The only blame that can be attached to these gentlemen is for not at once assuming the responsibility of giving up the rails to the state of Georgia at the market price in England, at the date of purchase, and leaving the English correspondents to establish their exorbitant demand as they could.

The ship Wakona encountered a heavy storm in her passage, and the iron became much corroded by the effects of salt water. This gave rise to a claim for damages amounting to \$7,300; which the insurance office had refused to pay; though it is believed they cannot maintain the ground they have taken on the subject, and this amount will yet be recovered.

There have been about \$51,000 paid as duty on railroad iron, an expenditure from which it was afterwards believed that the state would be relieved by the justice of congress. A bill actually passed the senate within the last three days of the session, and it was believed, would have passed the house of representatives, if it had reached there. No doubt was ever felt that this duty would be remitted. In that confident expectation, it was

deemed entirely safe to project work which should consume the whole appropriation, after setting apart the amount of these duties which it was supposed would remain a surplus on hand. The work which will be perfected at the close of this year, had to be determined on eighteen months ago, and certain parts let, and the object in view was to bring the greatest possible extent of road into active and profitable use. The failure of congress to pass a bill for refunding this duty, deprived the work of this reserved fund to cover any expected contingency.

When the work had progressed so far that no part could be suspended without injury to the whole, it first became known that the iron had cost much more than the estimate in consequence of the most extraordinary conduct of our English agents. This, together with the redemption of a considerable quantity of scrip over what was shown by the books of the office to be in circulation, has occasioned the liabilities of the state under existing contracts to exceed by about \$14,000 the bonds which have been issued. But it is respectfully submitted that the \$270,000 of bonds issued, do not cover the appropriation made in the act of 1843. Your extra message of November 22d, 1843, is the only document from which the amount of appropriation can be ascertained. In that message the amount of bonds authorized by existing appropriations, and not heretofore issued, is stated at \$270,975 34. Of the amounts deducted from existing appropriations to show this result, there were of state bonds, \$1000 returned as defective, and cancelled under your direction. There were also two demands on the treasury, amounting to \$506 86, which were presumed at the time to be paid, and were charged to the appropriations, as paid—but they were afterwards ascertained to be unpaid. And, lastly, there were \$6,482, of six per cent. scrip mentioned as outstanding, and charged as an appropriation to the railroad. These sums added, will make \$278,964 20, as the true amount of the appropriation.

Allow me to call your attention to a sentence in the message referred to. You say, "The aggregate expenditure on this road, up to the commencement of the present year, amounts to the sum of \$2,916,008 28." Can the scrip in question be called an expenditure, if it must be called in and no equivalent from the treasury issued to replace it? The same argument will apply to the defective bonds and cash checks, above mentioned.

Then, the true amount of the appropriation, being as above stated, leaves the surplus of liabilities incurred, over and above the appropriation, only \$5,035 80. This cannot be wondered at, when the causes leading to such a result are remembered.

At the period of the last report there were \$27,000 of bonds hypothecated with the bank of Hamburg for money to carry on the work. All the cash expended has been obtained in the same manner, and the accompanying statement (marked A) will exhibit the amount of each loan, the name of the bank or individual holding the loan, the rate of interest, and the amount of bonds hypothecated.

It will be perceived that all the loans are made on an equal amount of bonds, except those from the bank of Charleston, and the bank of Hamburg. In these two is a surplus of bonds amounting to \$33,747 96. This sum is considered pledged to the Georgia railroad bank for loans and sums due for transportation of iron.

The plan of transportation recommended in my last annual report, has been carried out. The state has her own locomotives, and passenger's cars, and the Georgia railroad company furnish the freight cars. For the use of these cars, that company is to receive one-eighth of the freight. This arrangement will of course be extended to the Monroe railroad, when they form a junction. It is confidently believed that no other plan can succeed. This saves to the state all the expense and risk of transshipment at the junction of the roads, and saves the owner of the articles conveyed much delay and some damage.—Any other plan would throw the first twenty miles of the state work almost out of use, and would operate as a considerable drawback on the entire business of the road.

To abandon the plan would render necessary an immediate expenditure of \$30,000 to procure a supply of freight cars. The state might be forced to this measure by an attempt at extortion on the part of the companies owning the cars; but in no other event can it be advised.

It is respectfully submitted, whether there may not be some legislation necessary to protect the property of the state on the Western and Atlantic railroad, and to prevent malicious persons from placing obstructions on the road.

The object kept steadily in view during the last two years, has been to put in operation the greatest possible length of road; as the large sums of money already expended are thus brought into active use. The amount of work thus accomplished will be, by the close of the year, eighty miles of road. This reaches to a point near a bend in the Oostanaula river, five miles south of the crossing of said river. It was at first believed that the appropriation would extend across the river, as this was considered a highly desirable point; but this was found to be impossible.

It is certainly desirable in every point of view, to extend the road at once to Cross Plains, which can be done at a very trifling cost, compared with the sum already expended on this 20 miles. An appropriation of \$100,000 would complete the road to this point with a plate rail, or \$140,000 would supply a track of the most permanent character. This would overcome the obstructions presented by our rivers, and 20 miles of remarkably bad road, and reach a point of great importance; being the junction of the Hightower road with the great State Trunk. Of the expediency of completing the entire state road, there can be very little doubt; but the point here mentioned has superior claims to attention, both from its importance and the facility with which it may be reached. The entire distance is graded, and there is a single bridge wanting, which may now be built at

a very trifling cost. The receipts on a railroad increase with its length in a much greater ratio than the expenses—and this would be strongly exhibited in the case of this twenty miles, under the peculiar circumstances.

That the Western and Atlantic railroad will yield a handsome revenue to the state—even larger than its warmest friends have heretofore calculated, is now evident. Twenty miles of the work went into operation on the 15th September, and the receipts of the first month have been upwards of \$1,100. It was not generally known that the state road was opened—because apprehensions of a disappointment prevented the necessary steps for making it known from being taken. The amount of goods wagoned through Marietta during the month was fully equal to that transported on the road. Moreover, it is conceded that twenty miles of railroad cannot make money, except under the most favorable circumstances. This is therefore to be taken only as an indication of what may be expected, when a respectable portion of the road is in use, and the fact is generally known. The warehouse in Marietta has been crowded with packages of merchandise for Huntsville, Decatur and other points in Alabama, and for Knoxville, Athens and other places in Tennessee.

At the end of this year a traveller leaving Washington city for Nashville, may reach there by this road in two days less time than by any other route—and the mail between those points must necessarily come this way. Every mile that is added to the road will attract the travel and trade of a still larger extent of country.

An accident on the road, in which I had the misfortune to have a thigh broken, prevents me from extending this report to the limits which I had assigned. Accompanying this report you will find an account current, and a table of the cost of the road. All of which is respectfully submitted.

(Signed,) CHAS. F. M. GARNETT.
Chief Engineer.

A.—BONDS HYPOTHECATED.			
Name of Bank.	Bonds Hypothecated.	Am't of Loan.	
Bank Charleston.....	\$105,000.....	\$78,862 04	
" Hamburg.....	27,000.....	19,390 00	
" Augusta.....	30,000.....	30,000 00	
" the State.....	25,000.....	25,000 00	
Mechanics' bank.....	25,000.....	25,000 80	
George M. Newton.....	5,000.....	5,000 00	
K. Boyce.....	20,000.....	20,000 00	
I. Henry.....	5,000.....	5,000 00	
Mechanics' bank.....	14,500.....	14,500 00	
Georgia R. R. bank.....	.....	6,500 00	
		\$256,500	
ACCOUNT CURRENT.—Chas. F. M. Garnett, Chief Engineer of the Western and Atlantic railroad, in account current with the State of Georgia from Oct. 1, 1844, to Sept. 30, 1845.			
1844.			Dn.
October 1.—To balance as per account current of this date.....		\$112,178 93	
Nov. 29.—To 6 per cent. state bonds received of Gov. Crawford.....		10,000 00	
1845.			
February 3.—To 6 per cent. state bonds rec'd of Gov. Crawford.....		15,000 00	
April 11.—do. do. do. do.....		20,000 00	
May 17.—do. do. do. do.....		60,000 00	
June 17.—do. do. do. do.....		40,000 00	
Amounting to.....		\$257,178 93	

1844.	Ca.
Decem. 31.—By amount paid for construction during 4th qr. 1844.....	\$ 11,783 91
1845.	
March 31.—By amount paid for construction during 1st qr. 1845.....	20,813 15
June 30.—Do. do. 2d qr. 1845.....	150,324 36
Sept. 30.—Do. do. 3d qr. 1845.....	42,120 11
" " Scrip redeemed.....	6,000 00
" " Balance on hand.....	26,137 40
Amounting to.....	\$257,178 93
COST OF ROAD.	
Amount expended on construction up to 30th Sept. 1844.....	\$2,908,686 02
Amount expended on construction up to 30th Sept. 1845 as per vouchers.....	225,041 53
Cost of road.....	\$3,133,727 55

Railroad Meetings.

We give place with pleasure, this morning, to the proceedings of a meeting held at the Clifton House, on the Canada side of Niagara falls, on the subject of a bridge over the Niagara river. We are informed by Major Stuart, that the meeting was numerously attended, and much enthusiasm manifested. It will be seen that Mr. Buchanan, formerly British consul at New York, was president of the meeting. He was much delighted with the project, and proposed to take a liberal share of stock. The citizens of Canada agree to take one-half the amount, \$100,000, and three-fourths of the remainder has already been engaged on this side, and will be subscribed as soon as the charter is obtained.—The project is one of great importance to this city, and we hope our citizens will keep this in mind, and also the great improvements now going on at the falls.—*Rochester paper.*

A numerous meeting of gentlemen from the Niagara and Gore districts, Canada, and the state of New York, took place at the Clifton Hotel, Niagara Falls, on Wednesday, the 19th November.

James Buchanan, Esq., of Drummondville was called to the chair.

Jasper T. Gilkeson Esq., of Hamilton, was appointed secretary.

Mr. Stuart, C. E. of the Lockport and Rochester railroad, explained the objects and vast importance of the proposed bridge; demonstrated that it was quite practicable, at a moderate cost.

Mr. Centre, of Lockport, and General Whitney of the falls, both expressed their conviction of the great advantages offered by the intended bridge, while Mr. Carroll, one of the directors of the Great Western railroad, was of opinion that such bridge—if constructed—would command the terminus of the Great Western railroad. Other gentlemen offered their views, and a general opinion prevailed of the immense benefits of the proposed connection between the two countries, as it would be of infinite service to the inhabitants and railroad companies on both sides of the line, while it would probably prove the best paying stock in the world.—After some further conversation, it was,

Resolved, That a committee of six gentlemen, consisting of Messrs. Curtenius, De Veaux, Stuart, Cummings, Street, and Car-

roll, be appointed to confer and submit resolutions for the adoption of the meeting.

The above committee reported the following resolutions, which were unanimously approved of.

Resolved, That it is desirable that a bridge should be constructed across the Niagara river, at or near the falls, as the said bridge would afford a great convenience to the inhabitants of Canada, and the neighboring state; offering, as it would, an uninterrupted communication throughout the year.

Resolved, That to promote the objects of this meeting, a committee of five gentlemen, from Canada and the state of New York, be appointed, who will frame the necessary bill or application to their respective legislatures, for an act of incorporation, with a capital not exceeding £75,000 (\$300,000.)

Resolved, That Sir Allen N. MacNabb, G. S. Tiffany, W. H. Merrit, J. Cummings, Thos. C. Street, Esquires, of Canada West, and Lot Clark, G. W. Holley, Samuel De Veaux, C. B. Stewart, Joseph Centre, Esqs., of the state of New York, do compose the said committee.

Moved by J. Cummings, Esq., seconded by Thos. C. Street, Esq.

That Mr. Buchanan do vacate the chair, and the same be taken by Mr. Carroll.

S. Buchanan, *Chairman*; I. T. Gilkeson, *Secretary*.

Resolved, That the thanks of this meeting be given to Mr. Buchanan for his conduct in the chair.

Mr. Street here addressed the meeting on the propriety of obtaining statistical information, he therefore proposed the subjoined resolution which was agreed to:

Resolved, That Lot Clark, Samuel De Veaux, Joel McCollum, James Buchanan, James, Cummings, and W. H. Merrit, Esqs., be a committee to collect statistics, with a view to show the probable support which will be given to the proposed bridge.

P. Carroll, *Chairman*; J. T. Wilkson, *Secretary*.

Suspension Bridge at Niagara Falls.

We find the following notice in the Utica Gazette, and a similar one in the Philadelphia Ledger. We are gratified to learn that public attention is turned seriously to this subject. Let there be a *suspension bridge* constructed below the falls upon the most approved plan, by which the American and Canadian railroads may be connected, and it will of itself be a curiosity worth a long journey to look at.

Should such a structure be decided on, Mr. Charles Ellet, Jr., of Philadelphia, or Mr. John A. Roebling, of Pittsburg, may gather new laurels in that branch of engineering.

"Charles Ellet, Jr., an engineer, of Philadelphia, has recently, in company with Major C. B. Stuart, of Rochester, inspected the localities in the vicinity of Niagara falls, with a view of ascertaining the practicability of a suspension bridge across the Niagara river.

"There is a point, about a mile and a half

below the cataract, and near the whirlpool, where the distance from one high bank to the other does not exceed 700 feet. The cost of a hanging bridge at that point, of sufficient strength to sustain the weight of a railroad train or any other burden which may be placed upon it, and made in the best and securest manner, is estimated by Mr. Ellet, at \$200,000. He offers to construct such a bridge for that sum, and to subscribe \$20,000 to its stock."

Union of Railroads.

Economy, safety and efficiency will, we think, be promoted by the union of short and continuous railroads. Unity of action is especially desirable in railway management, and we are therefore pleased to learn, as we do from the following, which we find in the True Sun, that the committee of the Worcester and Western railroads have agreed upon terms of union. We hope the shareholders will ratify this agreement if it is an equitable one; and we should like now to see a union of the roads west of Albany, under a management which will increase the speed and reduce the charges—and thereby *double*, we hope, its receipts in a few years. Who will not join in this desire?

"We understand from the Albany Citizen that the committee appointed for the purpose by each of the above corporations, have agreed upon the terms for the union of these two roads under one corporation, to be called the Boston and Albany railroad company.—Among the terms agreed upon, we have been informed one is that the stockholders of the Worcester railroad, for every five shares of their stock are to receive six shares in the new company. The agreement is to be acted upon by the stockholders of both corporations."

Railroad to Lake Erie.—We take the following from the St. Louis New Era, of 18th ult., for the purpose of repeating the remark of the writer, that "*now is the time for St. Louis to act.*" The writer says:

"While our eastern friends are stirring with their various railroads, all with a view to secure the trade of the western valley, does it not become us of the west to second their efforts, and commence a work here and meet them half way. I notice there has been a meeting of the citizens of Toledo, in Ohio, at which a project for a railroad was recommended, commencing at Toledo, on the Maumee river, and extending through Indiana to some point in Illinois, with a view to its termination at St. Louis.

"Now, what will our capitalists and enterprising business men do to further the exertions making in other places to connect us with the east by steam?

"Will not those who are most deeply interested in the future prosperity of the city confer together and recommend something to be done to promote the object in view? Shall we be slumbering all the time, and fold our

arms in quietness, as if we had no part or lot in the matter?

"If nothing can be done in our own state, to establish a system of internal improvement, can we not appeal to our friends in the neighboring states to lend us a helping hand in the great work of uniting the east and west?"

"To this point a railroad must one day, sooner or later, centre, and those who are on the alert to secure first the completion of a road directed to this city will derive immense advantages."

"It needs only a glance at the map to point out the direction of a road leading from this city, and that, in my humble opinion, is to Vandalia and Terre Haute, on the Wabash, and so on through Lafayette to the lake at Toledo."

"I hope, sir, the attention of the public will be aroused to this important subject, and that meetings will soon be held to take into consideration the whole matter."

"Now is the time for St. Louis to act, and what is done let it be done quickly."

Our citizens, says the Pittsburg Gazette, will be no little gratified to read the proceedings of the railroad meeting in Bedford. As information on the subject of the right of way extends, the people of Pennsylvania will be found acquiescing in the justice of yielding this grant. It is one of those questions which only needs to be examined with unprejudiced minds to secure conviction. We hope our Philadelphia friends will yet see this subject in its true light. We should be sorry to differ with them, or to see hard feelings engendered in the western and southwestern portions of the state, against that city on this question. We want to see her go on with her Sunbury railroad, and we wish to unite with her in amicably procuring the necessary legislation, and as far as our means will admit, in helping her to build the branch to this city; but we are persuaded that a good deal depends upon her course in respect to permitting the Baltimore road to terminate at Pittsburg. The feeling on this subject is so deep in this whole section, that irritation, however improper, will certainly be excited by pertinacious opposition on the part of our eastern sister. If Philadelphia would lose anything by that road coming to Pittsburg, we might acquiesce. But we are satisfied this will not be the case, it will require a great deal of equanimity of temper to sit quiet under an irreparable injury done to the southwestern part of the state, as well as to our state works, should Philadelphia opposition frustrate the just demand made.

We fully concur with the editor of the Gazette, in the opinion that "information on the subject of the right of way" is only necessary to induce the people of Pennsylvania to acquiesce in the justice of granting it to the Baltimore and Ohio railroad company, to reach the Ohio at Pittsburg. With the same propriety might the people of Philadelphia, or any other city, object to having houses and stores erected within their boundaries by *Bostonians*, or others from abroad, because the *rents* would be carried out of Philadelphia. Yet we apprehend that the expenditure of the capital in erecting the buildings, and the increased value given to property thereby, and the

convenience to the people in having these buildings erected by which they may have a choice of location, will be more than equivalent to the inconvenience of having the rents carried out of Philadelphia for expenditure. And then, again, there is at least an equal chance that the rents derived from this first outlay, will be invested in new buildings—at least such will be the influence of the construction of a good railroad through almost any part of the state. The advantages to Pennsylvania will far outweigh, at least an hundredfold, any disadvantage which may by possibility result to Philadelphia. Indeed, we feel assured that Philadelphia will be directly benefited by every *main line* of communication from the west to the Atlantic, even those through Virginia and Georgia, as well as through her own territory. Their influences will spread in every direction—but especially northward, through all the Atlantic cities, and if Philadelphia does not receive her full share of benefit, it will be because her citizens do not improve the natural advantages of their position.

More Railroads.—By a notice in another column, it will be seen that the enterprising citizens of Shelbyville and Shelby county, are about to make an energetic attempt to construct a branch railroad from Shelbyville to Edinburg, the present depot of the Madison and Indianapolis railroad. We have no doubt they will be successful.

A railroad is also talked about from Centerville to Connorsville, or some other point on the canal line between that place and Cambridge. One half of the stock will be taken at Centerville. Go ahead, and we'll soon have an extension of the same to this place.—*Indiana State Sentinel*.

That is the way it will work—make one railroad, others are sure to follow.

NOTICE TO RAILROAD CONTRACTORS. Proposals will be received at the office of the Pittsfield and North Adams Railroad Corporation in Pittsfield, Mass., until the 20th of December next,

1st. For the Graduation, Masonry and Bridging of 18½ miles of Roadway.

2d. For furnishing the Timber, Chairs and spikes and laying the Superstructure.

3d. For furnishing Materials and Building a heavy, substantial Post and Rail fence upon each side of the Roadway.

The approximate quantities are as follows, to wit: 600,000 cubic yards of Excavation and Embankment.

6,500 perches of Masonry.

500 feet of Bridging.

43,000 chestnut or white oak Cross-ties, 5 inch face 7 inches between faces and 7 feet long.

500,000 feet board measure, Hemlock sills 3 in. x 8 in. x 18 feet long.

150,000 feet board measure, Hemlock sills 3 in. x 8 in. x 6 and 12 feet long.

70,000 fence rails 12 feet long, either split from thrifty Chestnut of a size not less than 5 in. x 2 in. measured across the centre of the smallest end, or sawed from Spruce timber with square edges, 5 in. x 1½ in. or from Hemlock 5 in. x 2 in.

18,000 Chestnut fence posts, holed with 4 holes 7½ feet long and measure not less than 8 in. x 4 in. across the centre of the smallest end.

45 tons of Hook Head Railroad Spike.

90 tons of Cast Iron Chairs.

Plans, Profiles, Specifications etc., will be ready for examination on and after the 15th December.

FREDERICK HARBACH,

Resident Engineer.

Office of the Pittsfield and North Adams Railroad Corporation.

Pittsfield, Nov. 26th 1845.

C. J. F. BINNEY,
GENERAL COMMISSION MERCHANT
and Agent for Coal, and also Iron Manufactures, etc.

No. 1 CITY WHARF, Boston.
Advances made on Consignments.

Refer to Amos Binney, Boston.

Grant & Stone,
Brown, Earl & Erringer, } Philadelphia.

Weld & Seaver, Baltimore.

December 8, 1845. 1m 50

A CARD.

THE SUBSCRIBER, EDITOR AND PUBLISHER of the *Miners' Journal* for the last sixteen years, has been engaged, for the last year in collecting the materials for a work, for which he has secured the copy right, in the following words:—"A history of the Anthracite Coal Trade of Schuylkill and the adjoining Counties, Geological and Statistical, accompanied with Maps of the different Regions, the Improvements, Investments, Capacity, etc., embracing a complete and authentic history to the present time, to which will be appended a Synopsis of the Iron Trade."

It is our intention to embrace everything of interest in the work, connected with the trade, up to the beginning of the year 1846, prepared and arranged with a view of continuing the publication, at periods of five or ten years, with such additions as the increased trade will warrant. These branches of trade have assumed an importance which will warrant such a publication; and he feels confident, that with the proffered aid of several gentlemen and the statistics already in his possession, he will furnish the public with a work, which, if not one of the most interesting in its details, it will be of great value to those engaged and interested in these branches of business.

As soon as the Maps, etc. are prepared, and some idea can be formed of the probable expense of publishing the work, proposals will be issued for the same. All the tracts of Coal land will be designated on the Map of the Schuylkill Coal Region, which will accompany the work.

Pottsville, Nov. 13, 1845. BENJ. BANNAN.

NEW YORK AND ERIE RAILROAD

Company. The Stockholders of this company are hereby notified that an instalment of Five dollars on each share of the new stock, on which not more than five dollars has been paid, is required to be paid at the office of the company, No. 50 Wall street, on or before Wednesday, the 10th day of December next. By order of the board of Directors, NATHANIEL MARSH, Secretary.

New York November 5, 1845.

N.B. Subscribers at or near Newburgh are requested to make payment to Thomas C. Ring, Esq. Cashier of the Powell Bank.

RAILROAD IRON.—THE "MONTGOMERY" Iron Company, Danville, Pa., is prepared to execute orders for the heavy Rail Bars of any pattern now in use, in this country or in Europe, and equal in every respect in point of quality. Apply to MURDOCK, LEAVITT & CO., Agents.

Corner of Cedar and Greenwich Sts.

43 17

WESTERN AND ATLANTIC RAILROAD. The Western and Atlantic Railroad is now in operation to Marietta, and will be opened to Cartersville, in Cass county, on the 20th of October, and to Coosa Depot, (formerly known as Borough's) on the 20th of November.

The passenger train will continue, as at present to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT,

Chief Engineer.

43

NOTICE IS HEREBY GIVEN THAT the New York and Harlem Railroad Company intend to apply to the Legislature of the State of New York, at the ensuing session thereof, for an amendment to their charter, authorizing them to pledge their property and franchise for the purpose of extending their road from its present termination to the city of Albany, and for other purposes.

Dated Nov. 20th.

43 6

BOSTON AND MAINE RAILROAD.

Upper Route. Boston to Portland via, Charlestown, Somerville, Malden,

Stoneham, South Reading, Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newtown, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted,) as follows, viz.

Leave Boston for Portland at 7 $\frac{1}{2}$ a.m. and 2 $\frac{1}{2}$ p.m. Leave Boston for Great Falls at 7 $\frac{1}{2}$ a.m., 2 $\frac{1}{2}$ p.m. and 3 $\frac{1}{2}$ p.m. Leave Boston for Haverhill at 7 $\frac{1}{2}$ a.m., 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ and 5 p.m. Leave Portland for Boston at 7 $\frac{1}{2}$ a.m. and 3 p.m. Leave Great Falls for Boston at 6 $\frac{1}{2}$ a.m., 9 $\frac{1}{2}$ a.m. and 4 $\frac{1}{2}$ p.m. Leave Haverhill for Boston at 6 $\frac{1}{2}$, 8 $\frac{1}{2}$, and 11 a.m., and 6 $\frac{1}{2}$ p.m.

Special Train.—A special train will leave Boston for Andover at 11 $\frac{1}{2}$ a.m., and Andover for Boston at 3 $\frac{1}{2}$ p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value.

CHAS. MINOT,
October 20, 1845. 43 ly Super'l.

SPRING STEEL FOR LOCOMOTIVES.

Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1 $\frac{1}{2}$ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
55a3 Albany Iron and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. THE

Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,
ja45 No. 4 South Front st., Philadelphia, Pa.

MACHINE WORKS OF ROGERS,

Ketchum & Grosvenor, Paterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their works being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York

FOR SALE AT A SACRIFICE—A LOCOMOTIVE ENGINE, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse " "

1 Upright Hydraulic Press.

All of which will be sold low, on application to

T. W. & R. C. SMITH.

Founders and Machinists,

Alexandria, D. C.

May 12th

GEORGIA RAILROAD. FROM AUGUSTA TO ATLANTA—171 MILES.

This Road in connection with

the South Carolina Railroad and

the Western and Atlantic Road now forms a continuous line of Railroad of 360 miles from Charleston to Cartersville, two miles west of the Etowa River in Cass County.

Rates of Freight, and Passage from Augusta to Cartersville.

On Boxes of Hats, Bonnets, and Furniture per foot..... 15 cts.

" Dry goods, shoes, saddlery etc., per. 100 lbs. 85 "

" Sugar, coffee, iron, hardware, etc. " 70 "

" Flour, bacon, mill machinery etc. " 33 $\frac{1}{2}$ "

" Molasses, per hoghead \$9; salt per bus. . . 22 "

Passengers \$9 50; children under 12 years of age and servants, half price.

Passengers to Atlanta, head of Ga. Railroad, \$7. German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON,

Ch. Eng. and Gen. Agent.

Augusta, Oct. 21 1845. *44 ly

NICOLL'S PATENT SAFETY SWITCH

for Railroad Turnouts. This invention, for

some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee:

G. A. NICOLLS,
ja45 Reading, Pa.

GEORGE VAIL & CO., SPEEDWELL IRON

Works, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron

Tires, made from the best iron, either hammered or rolled, from 1 $\frac{1}{2}$ in. to 2 $\frac{1}{2}$ in. thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—

Crank Axles, made from the best refined iron; Straight Axles, for Outside Connection Engines; Wrought Iron Engine and Truck Frames; Railroad Jack Screws; Railroad Pumping and Sawing Machines, to be driven by the Locomotive; Stationary Steam Engines; Wrought Iron work for Steamboats, and Shafting of any size; Grist Mill, Saw Mill and Paper Mill Machinery; Mill Gearing and Mill Wright work of all kinds; Steam Saw Mills of simple and economical construction, and very effective

Iron and Brass Castings of all descriptions.

ja45 ly

TO RAILROAD COMPANIES AND MANUFACTURERS OF RAILROAD MACHINERY.

The subscribers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron; sheet and boiler iron, cut to pattern; tiers for locomotive engines, and other railroad carriage wheels, made from common and double refined B. O. iron; the latter a very superior article. The tires are made by Messrs. Baldwin & Whitney, locomotive engine manufacturers of this city. Orders addressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in the order, a fit to those wheels is guaranteed, saving to the purchaser the expense of turning them out inside.

THOMAS & EDMUND GEORGE,
ja45 N. E. cor. 12th and Market sts., Philad., Pa.

NORWICH AND WORCESTER RAILROAD.

On and after May 22, 1845, Trains will leave as follows, viz:—

Accommodation Trains, daily,

except Sunday. Leave Norwich, at 6 a.m., and 4 $\frac{1}{2}$ p.m. Leave Worcester, at 10 a.m., and 4 $\frac{1}{2}$ p.m.

The morning train from Norwich, and the morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Norwich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 5 $\frac{1}{2}$ p.m., daily, except Sunday.

New York Train, via Long Island Railroad.—Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 7 $\frac{1}{2}$ a.m., daily, except Sunday, and arrives in Norwich at 9 $\frac{1}{2}$ a.m.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than when paid in the cars.

EMERSON FOOTE,

Superintendent.

32 ly

LAWRENCE'S ROSENDALE HYDRAULIC CEMENT.

This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floods and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by

JOHN W. LAWRENCE,

149 Front street, New York.

Orders for the above will be received and promptly attended to at this office. 32 ly

SUMMER ARRANGEMENT—FARE REDUCED.

By the Great Southern Mail

Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburg, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21; whereby the traveller saves \$4 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket South. Those who patronize it will save their money and time. Through Tickets from Baltimore to Charleston \$21; Baltimore to Weldon \$10; Baltimore to Petersburg \$7 50; Baltimore to Richmond \$7.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3 $\frac{1}{2}$ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12 $\frac{1}{2}$ to 1 p.m.; arrive in Petersburg, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11 $\frac{1}{2}$ o'clock p.m. and Petersburg, Va. by 2 $\frac{1}{2}$ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route), and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 2 $\frac{1}{2}$ p.m.; arrive in Washington at 7 p.m. From Philadelphia by steamboat.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and through tickets apply at the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

STOCKTON & FALLS.

31

BOSTON AND PROVIDENCE RAILROAD. Passenger Notice. Winter Arrangement. On and after Monday, Nov. 3, the Passenger Trains will run as follows:

For New York—night line, via Stonington. Leaves Boston every day, but Sunday, at 4 p.m.

Accommodation trains, leave Boston at 8 a.m. and 3 p.m., and Providence at 8 a.m. and 3 p.m.

Dedham trains, leave Boston at 9 a.m. 3, 5, and 10 p.m. Leave Dedham at 8 and 10 a.m., and 4 and 7 p.m.

Stoughton trains, leave Boston at 12 m. and 4 p.m. Leave Stoughton at 8:30 a.m. and 2 p.m.

All baggage at the risk of the owners thereof.

N.B. The last train to and from Boston and Dedham, will be omitted in case of a severe snow storm.

W. RAYMOND LEE, Sup't. 311y

BRANCH RAILROAD and STAGES Connecting with the Boston and Providence Railroad.

Stages connect with the Accommodation trains at the Foxboro Station, to and from Woonsocket. At the Seekonk Station, to and from Lonsdale, R. I. via Pawtucket. At the Sharon Station, to and from Walpole, Mass. And at Dedham Village Station, to and from Medford, via Medway, Mass. At Providence, to and from Bristol, via Warren, R. I.—Taunton, New Bedford and Fall River cars run in connection with the accommodation trains.

NEW YORK AND ERIE RAILROAD LINE. For Middletown, Goshen, and intermediate places. Two daily lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted], at 7 o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6 A.M., and 4 p.m. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets.

H. C. SEYMOUR, Superintendent.

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghamton, Owego, Port Jervis, Honesdale, Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc., etc.

31 1y

BALTIMORE AND SUSQUEHANNA Railroad. The Passenger train runs daily except Sunday, as follows:

Leaves Baltimore at 9 a.m., and arrives at York at 12 p.m. Arrives at York at 12 p.m., and leaves for Columbia at 1 p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$3 62. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3 p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc. Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent. less, and the tickets will be good for the same and following day on any passenger train.

D. C. H. BORDLEY, Sup't.

31 1y Ticket Office, 63 North st.

DAVIS, BROOKS & Co., 30 WALL ST. Have now on hand and for sale, 200 tons 2 1/4 inch Flat punched Rails, Bars 18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.

30 tons 2 1/4 inch Flat Rails.

Also—A STEAM PILE DRIVER, built by "Dunham & Co." which has never been used, and cost originally \$5000.

30 2m

BALTIMORE AND OHIO RAILROAD. MAIN STEM. The Train carrying the Great Western Mail leaves Bal-

timore every morning at 7 1/4 and Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harpers Ferry, Martinsburgh and Hancock, connecting daily each way with the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harpers Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5 1/4 P. M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P. M., and from Frederick to Baltimore at 8 A. M.

WASHINGTON BRANCH.

Daily trains at 9 A. M. and 5 P. M. and 12 at night from Baltimore and at 6 A. M. and 5 P. M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances.

313 1y

CENTRAL RAILROAD-FROM SAVANNAH to Macon. Distance 190 miles.

This Road is open for the transportation of Passengers and Freight.

Rates of Passage, \$8 00. Freight—On weight goods generally... 50 cts. per hundred.

On measurement goods... 13 cts. per cubic ft. On brls. wet (except molasses and oil).....\$150 per barrel.

On brls. dry (except lime)... 80 cts. per barrel. On iron in pigs or bars, castings for mills, and unboxed machinery..... 40 cts. per hundred.

On hhds. and pipes of liquor, not over 190 gallons.....\$5 00 per hhd. On molasses and oil.....\$6 00 per hhd.

Goods addressed to F. WINTER, Agent, forwarded free of commission.

THOMAS PURSE, Gen'l. Sup't. Transportation.

40

LEXINGTON AND OHIO RAILROAD. Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1 25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort, other hours as above.

35 1y

KEARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J.

Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire, Peter Cooper, Murdock, Leavitt & Co. } New York.

J. Triplett & Son, Richmond, Va. J. R. Anderson, Tredegar Iron Works, Richmond, Va.

J. Patton, Jr. } Philadelphia, Pa. Colwell & Co. } J. M. L. & W. H. Scovill, Waterbury, Conn.

N. E. Screw Co. } Providence, R. I. Eagle Screw Co. } William Parker, Supt. Bost. and Worc. R. R.

New Jersey Malleable Iron Co., Newark, N. J. Gardiner, Harrison & Co. Newark, N. J.

25,000 to 30,000 made weekly.

35 1y

RAILROAD IRON AND FIXTURES. The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO., 30 Wall st., N. York.

NEW YORK AND HARLEM RAILROAD Company.—Winter Arrangement.

On and after Monday, November 3d, the cars will run as follows:

Leave City Hall for Harlem (125th street,) Morrisiana, Fordham, Williams' Bridge, Hunt's Bridge, Underhill's Road, Tuckahoe, Hart's Corners, and White Plains—7:30 and 10:30 a.m., and 1 and 3:30 p.m.

Extra trains for Yorkville, Harlem, Morrisiana, Fordham, and Williams' Bridge, leave 27th street 7 a.m. for Williams' Bridge. Leave City Hall 9 a.m. (to Harlem only) and 11:30, 2:30, and 4:30 p.m. for Williams' Bridge.

Leave White Plains for City Hall—8:10, 11:10 a.m., and 1:45, 4:10 p.m.

Leave Tuckahoe for City Hall—8:20, 11:20 a.m., and 1:55, 4:20 p.m.

Leave Williams' Bridge for City Hall—7:45, 8:45, 11:45 a.m. and 12:45, 2:15, 3:45, 4:45, and 5:45 p.m.

Leave Morrisiana for City Hall—8:10, 9:10, and 10 a.m., and 12:10, 1:10, 2:40, 4:10, 5:10, and 6:10 p.m.

The freight train will leave City Hall at 12:45 p.m. and leave White Plains at 11:10 a.m. All freight must be at the City Hall between the hours of 10:30 a.m. and 12:30 p.m. The White Plain trains will stop, after leaving the City Hall, only at the corner of Broome street and the Bowery, Vauxhall Garden and 27th street.

An extra car will precede each train, 10 minutes before the time of starting from the City Hall, and will take up passengers along the line.

The City Hall and 27th street line will run every 6 minutes from 7:30 a.m. to 8 p.m.

The City Hall and 27th street night line will run every 20 minutes from 8 to 12 o'clock.

On Sundays the trains will be regulated according to the state of the weather.

1y 46

THE LONDON RAILWAY RECORD, Edited by Mr. JOHN ROBERTSON, A. M., (connected from the commencement with the Weekly Railway press of England.)

The *Railway Record* is acknowledged to be the leading English Railway Journal, and is published twice a week in London, namely on Wednesday and Saturday. It contains copious and correct reports (by special reporters) of all railway meetings in the United Kingdom; ample Share Lists and Traffic Tables, showing the length, cost, capital and selling prices in the principal markets, with Editorial articles on the leading Railway topics of the day. The *Railway Record* contains also, a complete resume of French, Belgian and other foreign Railway affairs.

Subscriptions 13s. per quarter, to be transmitted in advance to Messrs. Dawson and Sons, Ca

London. Office 153 Fleet street, London.

46

BOSTON COURIER, DAILY, SEMI-Weekly and Weekly.

The *Daily* edition of the *Courier*, presents to merchants and others, an extensive medium of advertising. The circulation of the *Semi-Weekly* *Courier* (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the *Daily*, the Foreign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The *Weekly* *Courier* contains as much of the matter of the *Daily* as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our extensions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandise, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the *Courier* has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

TERMS OF SUBSCRIPTION.

For the *Daily* *Courier*, for one year, in advance \$8.00

For the *Semi-Weekly* *Courier*, for one year... 4.00

For the *Weekly* *Courier*, for one year..... 2.00

JOSEPH T. BUCKINGHAM.

EBIN B. FOSTER.

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